



**Orange County  
Board of Commissioners**

**Agenda**

**Regular Meeting**

March 7, 2013

7:00 p.m.

Department of Social Services

Hillsborough Commons

113 Mayo Street

Hillsborough, NC 27278

**Note:** Background Material  
on all abstracts  
available in the  
Clerk's Office

**Compliance with the "Americans with Disabilities Act"** - Interpreter services and/or special sound equipment are available on request. Call the County Clerk's Office at (919) 245-2130. If you are disabled and need assistance with reasonable accommodations, contact the ADA Coordinator in the County Manager's Office at (919) 245-2300 or TDD# 644-3045.

**1. Additions or Changes to the Agenda**

**PUBLIC CHARGE**

*The Board of Commissioners pledges to the residents of Orange County its respect. The Board asks its residents to conduct themselves in a respectful, courteous manner, both with the Board and with fellow residents. At any time should any member of the Board or any resident fail to observe this public charge, the Chair will ask the offending person to leave the meeting until that individual regains personal control. Should decorum fail to be restored, the Chair will recess the meeting until such time that a genuine commitment to this public charge is observed. All electronic devices such as cell phones, pagers, and computers should please be turned off or set to silent/vibrate.*

**2. Public Comments (Limited to One Hour)**

(We would appreciate you signing the pad ahead of time so that you are not overlooked.)

- a. Matters not on the Printed Agenda (Limited to One Hour – THREE MINUTE LIMIT PER SPEAKER – Written comments may be submitted to the Clerk to the Board.)

*Petitions/Resolutions/Proclamations and other similar requests submitted by the public will not be acted upon by the Board of Commissioners at the time presented. All such requests will be referred for Chair/Vice Chair/Manager review and for recommendations to the full Board at a later date regarding a) consideration of the request at a future regular Board meeting; or b) receipt of the request as information only. Submittal of information to the Board or receipt of information by the Board does not constitute approval, endorsement, or consent.*

- b. Matters on the Printed Agenda

(These matters will be considered when the Board addresses that item on the agenda below.)

**3. Petitions by Board Members (Three Minute Limit Per Commissioner)**

**4. Proclamations/ Resolutions/ Special Presentations**

**5. Consent Agenda**

- Removal of Any Items from Consent Agenda



- Approval of Remaining Consent Agenda
- Discussion and Approval of the Items Removed from the Consent Agenda
  
- a. Minutes - None
- b. Motor Vehicle Property Tax Releases/Refunds
- c. Property Tax Releases/Refunds
- d. Request to Add Colposcopy Fees to Health Department Fee Schedule
- e. Change in BOCC Regular Meeting Schedule for 2013

## **6. Public Hearings**

- a. Joint Public Hearing with the Historic Preservation Commission for the Captain John S. Pope Farm Local Historic Landmark Designation
- b. Draft Orange County Comprehensive Transportation Plan

## **7. Regular Agenda**

- a. License Agreement for Farmers Market Pavilion – Eno River Farmers’ Market, Inc.
- b. Schedule a Public Hearing Regarding the Establishment of Three (3) New Fire Service Districts
- c. Jordan Lake Allocation Process and Engineering Study
- d. Proposal to Move Toward a Franchise to Privatize Curbside Solid Waste and Recycling Services in Unincorporated Area of Orange County

## **8. Reports**

- a. Update on Status/Implementation of Addressing and Road-Naming Ordinance

## **9. County Manager’s Report**

## **10. County Attorney’s Report**

## **11. Appointments**

## **12. Board Comments (Three Minute Limit Per Commissioner)**

## **13. Information Items**

- February 19, 2013 BOCC Meeting Follow-up Actions List
- Tax Collector’s Report – Numerical Analysis
- Memorandum Regarding Mattress Recycling Pilot
- BOCC Chair Letter Responding to Board Member Petitions during February 5, 2013 Regular Meeting
- Memorandum from Managers on Collaborative Approach to Rogers Road

## **14. Closed Session**

Pursuant to G.S. § 143-318.11(a)(3) "to consult with an attorney retained by the Board in order to preserve the attorney-client privilege between the attorney and the Board."



“To discuss the County’s position and to instruct the County Manager and County Attorney on the negotiating position regarding the terms of a contract to purchase real property,” NCGS § 143-318.11(a)(5).

## 15. Adjournment

**A summary of the Board’s actions from this meeting will be available on the County’s website the day after the meeting.**

*Note: Access the agenda through the County’s web site, [www.orangecountync.gov](http://www.orangecountync.gov)*

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** March 7, 2013

**Action Agenda  
Item No.** 5-b

**SUBJECT:** Motor Vehicle Property Tax Releases/Refunds

**DEPARTMENT:** Tax Administration

**PUBLIC HEARING:** (Y/N)

No

**ATTACHMENT(S):**

Resolution  
Releases/Refunds Data Spreadsheet  
Reason for Adjustment Summary

**INFORMATION CONTACT:**

Dwane Brinson, Tax Administrator,  
919-245-2726

**PURPOSE:** To consider adoption of a resolution to release motor vehicle property tax values for twenty-one (21) taxpayers with a total of twenty-two (22) bills that will result in a reduction of revenue.

**BACKGROUND:** North Carolina General Statute (NCGS) 105-381(a)(1) allows a taxpayer to assert a valid defense to the enforcement of the collection of a tax assessed upon his/her property under three sets of circumstances:

- (a) "a tax imposed through clerical error", for example when there is an actual error in mathematical calculation;
- (b) "an illegal tax", such as when the vehicle should have been billed in another county, an incorrect name was used, or an incorrect rate code (the wrong combination of applicable county, municipal, fire district, etc. tax rates) was used;
- (c) "a tax levied for an illegal purpose", which would involve charging a tax which was later deemed to be impermissible under state law.

NCGS 105-381(b), "Action of Governing Body" provides that "Upon receiving a taxpayer's written statement of defense and request for release or refund, the governing body of the taxing unit shall within 90 days after receipt of such a request determine whether the taxpayer has a valid defense to the tax imposed or any part thereof and shall either release or refund that portion of the amount that is determined to be in excess of the correct liability or notify the taxpayer in writing that no release or refund will be made".

For classified motor vehicles, NCGS 105-330.2(b) allows for a full or partial refund when a tax has been paid and a pending appeal for valuation reduction due to excessive mileage, vehicle damage, etc. is decided in the owner's favor.

**FINANCIAL IMPACT:** Approval of these release/refund requests will result in a net reduction of \$1,790.75 to Orange County, the towns, and school and fire districts. Financial impact year to date for FY 2012-2013 is \$41,960.82.

**RECOMMENDATION(S):** The Manager recommends that the Board:

- Accept the report reflecting the motor vehicle property tax releases/refunds requested in accordance with the NCGS; and
- Approve the attached refund resolution.

NORTH CAROLINA

RES-2013-016

ORANGE COUNTY

**REFUND/RELEASE RESOLUTION (Approval)**

**Whereas**, North Carolina General Statutes 105-381 and/or 330.2(b) allows for the refund and/or release of taxes when the Board of County Commissioners determines that a taxpayer applying for the release/refund has a valid defense to the tax imposed; and

**Whereas**, the properties listed in each of the attached "Request for Property Tax Refund/Release" has been taxed and the tax has not been collected: and

**Whereas**, as to each of the properties listed in the Request for Property Tax Refund/Release, the taxpayer has timely applied in writing for a refund or release of the tax imposed and has presented a valid defense to the tax imposed as indicated on the Request for Property Tax Refund/Release.

**NOW, THEREFORE, IT IS RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ORANGE COUNTY THAT** the recommended property tax refund(s) and release(s) are approved.

Upon motion duly made and seconded, the foregoing resolution was passed by the following votes:

Ayes: Commissioners \_\_\_\_\_

\_\_\_\_\_

Noes: \_\_\_\_\_

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing has been carefully copied from the recorded minutes of the Board of Commissioners for said County at a regular meeting of said Board held on \_\_\_\_\_, said record having been made in the Minute Book of the minutes of said Board, and is a true copy of so much of said proceedings of said Board as relates in any way to the passage of the resolution described in said proceedings.

WITNESS my hand and the corporate seal of said County, this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
Clerk to the Board of Commissioners

Clerical error 105-381(a)(1)a.(Incorrect rate)  
 Illegal tax 105-381(a)(1)b.  
 Appraisal appeal 105-330.2(b)

**BOCC REPORT REGISTERED MOTOR VEHICLE  
 MARCH 7, 2013**

NAME	ABSTRACT NUMBER	BILLING YEAR	ORIGINAL VALUE	ADJUSTED VALUE	FINANCIAL IMPACT	REASON FOR ADJUSTMENT
Adams, Allandra Olishia	614359	2012	4,170	0	(38.12)	County changed to Alamance (Illegal tax)
Buck, Toni Curl	955170	2012	16,380	15,305	(16.56)	High mileage (Appraisal appeal)
Chen, Shuo	1021977	2012	12,290	11,340	(15.54)	High mileage (Appraisal appeal)
Childers, Michael	1022541	2012	8,480	5,766	(44.41)	High mileage (Appraisal appeal)
Corley, Denver	1008985	2012	10,685	5,343	(78.96)	DMV vin error (Appraisal appeal)
Dodson, John Bradley	1021315	2012	5,360	4,288	(17.54)	High mileage (Appraisal appeal)
Eastwood, William Donald	616245	2012	8,110	0	(73.64)	County changed to Craven (Illegal tax)
Fox, James Lindsay	624010	2012	11,220	10,098	(10.26)	High mileage (Appraisal appeal)
Friedman, Katie	983647	2012	3,160	2,275	(13.62)	High mileage (Appraisal appeal)
McPherson, Carlton	1021173	2012	9,560	0	(86.47)	Military exempt (Illegal tax)
Moss, Kristin Leslie	1022778	2012	18,160	14,528	(55.94)	High mileage (Appraisal appeal)
NC United Methodist Camp and Retreat Ministries	685822	2010	5,400	0	(113.18)	Property exempt (Illegal tax)
NC United Methodist Camp and Retreat Ministries	960982	2010	3,340	0	(31.73)	Property exempt (Illegal tax)
Pehrson, Richard	954556	2012	12,630	10,104	(22.86)	High mileage (Appraisal appeal)
Piedmont Electric Membership	984668	2012	29,634	0	(284.42)	Property exempt (Illegal tax)
Shukla, Veda	1022444	2012	19,260	0	(326.68)	County changed to Wake (Illegal tax)
Shull, Deirdre Gregg	1022206	2012	20,740	17,798	(45.32)	Purchased price (Appraisal appeal)
Smith, Joseph	606597	2012	1,330	0	(111.88)	County changed to Durham (Illegal tax)
Snider, William	1022320	2012	15,410	0	(267.38)	County changed to Durham (Illegal tax)
Walker, Donna	951051	2012	13,920	0	(131.33)	County changed to Durham (Illegal tax)
Ward, Alfred	621529	2012	2,002	1,702	(4.91)	Damage estimate (Appraisal appeal)
				Total	(1,790.75)	

**Military Leave and Earning Statement:** Is a copy of a serviceman's payroll stub covering a particular pay period. This does list his home of record, which is his permanent state of residence where he would pay any state income taxes.

## Vehicle Titles

**Salvaged and Salvage Rebuilt:** Any repairs that exceed 75% of the vehicle's market value using NADA, Kelly Blue Book and various other publications. When the insurance company has totaled the vehicle, and the customer has received the claim check, four things can happen:

- Insurance company can keep the vehicle.
- Customer can keep the vehicle. The customer is instructed to contact the local DMV inspector to have an initial inspection done, for vehicles 2001 to 2006 (these dates change yearly, example in 2007 the models will be 2002-2007).
- Affidavit of Rebuilder- The inspector lists each part that needs to be repaired.
- Final inspection- if all work is cleared and approved by the inspector then the rebuilt status is then removed (salvaged status remains).

**Note: Finance companies will not finance a salvaged vehicle.**

**Total Loss:** Repairs were more than the market value of the vehicle and the insurance company is unwilling to pay for the repairs.

**Total Loss/Rebuilt:** Whatever the repairs were to make the vehicle road worthy after a Total Loss status has been given. Vehicle must be 5 years old or older. Vehicle status then remains as salvaged or rebuilt.

**Certificate of Reconstruction:** When work has been done on (vehicles 2001-2006 in year 2006) this is issued when the inspector didn't see the original damaged and the vehicle has been repaired.

**Certificate of Destruction:** NC DMV will not register this type of vehicle. It is not fit for North Carolina roads.

**Custom Built:** When the customer has built this vehicle himself or herself. Ex. parts taken from various vehicles to build one vehicle. Three titles are required from the DMV in this case. 1) Frame 2) Transmission 3) Engine. Then an indemnity bond must be issued. An indemnity bond must also be issued when the vehicle does not have a title at all.

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** March 7, 2013

**Action Agenda  
Item No. 5-c**

**SUBJECT:** Property Tax Releases/Refunds

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**DEPARTMENT:** Tax Administration

**PUBLIC HEARING: (Y/N)**

No

**ATTACHMENT(S):**

Resolution  
Spreadsheet

**INFORMATION CONTACT:**

Dwane Brinson, Tax Administrator,  
(919) 245-2726

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**PURPOSE:** To consider adoption of a resolution to release property tax values for ten (10) taxpayers with a total of twenty-two (22) bills that will result in a reduction of revenue.

**BACKGROUND:** The Tax Administration Office has received six taxpayer requests for release or refund of property taxes. North Carolina General Statute 105-381(b), "Action of Governing Body" provides that "upon receiving a taxpayer's written statement of defense and request for release or refund, the governing body of the Taxing Unit shall within 90 days after receipt of such a request determine whether the taxpayer has a valid defense to the tax imposed or any part thereof and shall either release or refund that portion of the amount that is determined to be in excess of the correct liability or notify the taxpayer in writing that no release or refund will be made". North Carolina law allows the Board to approve property tax refunds for the current and four previous fiscal years.

**FINANCIAL IMPACT:** Approval of this change will result in a net reduction in revenue of \$29,682.05 to the County, municipalities, and special districts. The Tax Assessor recognized that refunds could impact the budget and accounted for these in the annual budget projections.

**RECOMMENDATION(S):** The Manager recommends the Board approve the attached resolution approving these property tax release/refund requests in accordance with North Carolina General Statute 105-381.

NORTH CAROLINA

RES-2013-017

ORANGE COUNTY

**REFUND/RELEASE RESOLUTION (Approval)**

**Whereas**, North Carolina General Statutes 105-381 and/or 330.2(b) allows for the refund and/or release of taxes when the Board of County Commissioners determines that a taxpayer applying for the release/refund has a valid defense to the tax imposed; and

**Whereas**, the properties listed in each of the attached "Request for Property Tax Refund/Release" has been taxed and the tax has not been collected: and

**Whereas**, as to each of the properties listed in the Request for Property Tax Refund/Release, the taxpayer has timely applied in writing for a refund or release of the tax imposed and has presented a valid defense to the tax imposed as indicated on the Request for Property Tax Refund/Release.

**NOW, THEREFORE, IT IS RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ORANGE COUNTY THAT** the recommended property tax refund(s) and release(s) are approved.

Upon motion duly made and seconded, the foregoing resolution was passed by the following votes:

Ayes: Commissioners \_\_\_\_\_

\_\_\_\_\_

Noes: \_\_\_\_\_

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing has been carefully copied from the recorded minutes of the Board of Commissioners for said County at a regular meeting of said Board held on \_\_\_\_\_, said record having been made in the Minute Book of the minutes of said Board, and is a true copy of so much of said proceedings of said Board as relates in any way to the passage of the resolution described in said proceedings.

WITNESS my hand and the corporate seal of said County, this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
Clerk to the Board of Commissioners

Releases/refund both clerical errors  
and illegal tax - GS 105-381

## BOCC REPORT- REAL/PERSONAL MARCH 7, 2013

NAME	ABSTRACT NUMBER	BILLING YEAR	ORIGINAL VALUE	ADJUSTED VALUE	FINANCIAL IMPACT	REASON FOR ADJUSTMENT
Bowman, William Lee	303165	2012	770	0	(13.03)	Illegal tax (Clerical error)
Carolina Springs Ltd. Partnership	211086	2011	6,500,000	6,000,000	(8,179.00)	PTC appeal settled with taxpayer (Illegal tax)
Carolina Springs Ltd. Partnership	211086	2012	6,500,000	6,000,000	(8,179.00)	PTC appeal settled with taxpayer (Illegal tax)
Cold Brook Farms	320068	2011	321,301	95,304	(2,065.84)	Double Billed, Illegal Tax
Dennis W. Ellis DDS. PA.	983103	2012	289,334	0	(5,037.42)	Double Billed, Illegal Tax
Jankowski, Robert N.	221758	2012	358,044	307,200	(466.70)	Illegal Tax
Jankowski, Robert N.	221758	2011	358,044	307,200	(466.70)	Illegal tax
Jankowski, Robert N.	221758	2010	358,044	307,200	(466.70)	Illegal Tax
Jankowski, Robert N.	221758	2009	358,044	307,200	(466.70)	Illegal Tax
Jankowski, Robert N.	221758	2008	306,549	262,610	(463.56)	Illegal Tax
Jobe, Edward	293939	2012	15,372	0	(147.14)	Double Billed, Illegal Tax
Jobe, Edward	290038	2012	32,385	0	(310.00)	Double Billed, Illegal Tax
King Jr, Erwin Thomas	254154	2009	500	0	(10.99)	Illegal tax
King Jr, Erwin Thomas	254154	2010	500	0	(9.30)	Illegal tax
King Jr, Erwin Thomas	254154	2011	500	0	(9.36)	Illegal tax
King Jr, Erwin Thomas	254154	2012	500	0	(8.70)	Illegal tax
Pickare, Clyde U.	120761	2012	3,939	0	(37.57)	Illegal tax
Kirby, Suzanne L.	280275	2011	232,900	147,822	(764.68)	Clerical Error
Kirby, Suzanne L.	280275	2012-2010	232,900	147,822	(781.35)	Clerical Error
Kirby, Suzanne L.	280275	2012-2009	232,900	147,822	(781.35)	Clerical Error
Kirby, Suzanne L.	280275	2012-2008	155,284	98,559	(606.16)	Clerical Error
Smith, Mark A	304220	2012-2011	40,746	0	(410.80)	Clerical Error
				Total	(29,682.05)	

January 31, 2013 thru  
February 13, 2013

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** March 7, 2013

**Action Agenda  
Item No.** 5-d

**SUBJECT:** Request to Add Colposcopy Fees to Health Department Fee Schedule

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**DEPARTMENT:** Health

**PUBLIC HEARING: (Y/N)**

No

**ATTACHMENT(S):**

**INFORMATION CONTACT:**

Dr. Colleen Bridger, Health Director,  
919-245-2400

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**PURPOSE:** To consider a Health Department request that the Board of County Commissioners adopt fees for Colposcopy services approved by the Board of Health at its January 16, 2013 meeting.

**BACKGROUND:** The Orange County Health Department (OCHD) clinics provide cervical cancer screening services for clients in Family Planning, Maternal Health and Primary Care Programs. In fiscal year 2011-2012, 721 Pap tests were performed and 103 required colposcopy follow-up.

Colposcopy is a diagnostic procedure to examine the cervix when the Pap screening test reveals abnormal changes in the cells of the cervix. The health care provider uses a special magnifying device called a colposcope to find problems that cannot be seen by the eye alone. If needed, abnormal tissue may be collected for pathology during the colposcopy procedure.

Currently the department practice is to refer clients requiring colposcopy to UNC's Dysplasia clinic in Chapel Hill. In many cases barriers such as transportation and difficulty in navigating the UNC Healthcare System deter women from getting the needed follow-up. In FY 2011-12 approximately 47% of total Health Department clients referred for colposcopy kept the appointment. Thirty-six percent (36%) of Hillsborough clinic patients kept the referral appointment, and 55% of Chapel Hill clinic patients kept the referral appointment.

In order to reduce the rate of missed Colposcopy appointments for referred patients, the department requested and received approval from the Board of Health to provide the Colposcopy services in-house for clients. The fee to provide the service must be approved by the Board of Commissioners.

**FINANCIAL IMPACT:** The service will be provided to Orange County residents with no insurance coverage on an income based sliding fee scale with a minimum of \$30. Medicaid and other insurance providers will be billed for clients with coverage. Startup and supply costs are minimal, and are based on Medicaid Reimbursement rates, the department's scheduling ability, and the cost of providing services. The Health Department is requesting to add the following fees:

CPT Code	Procedure	Proposed Orange County Fee (minimum of \$30.00)
57452	Colposcopy of the cervix (without biopsy)	\$160.00
57454	Colposcopy of the cervix, with biopsy and endocervical curettage	\$208.00
57455	Colposcopy of the cervix, with biopsy	\$193.00
57456	Colposcopy of the cervix, with endocervical curettage	\$183.00

Staff anticipates having the capacity to perform sixty (60) colposcopies in one year, and if needed, additional appointments could be set aside for the procedure.

**RECOMMENDATION(S):** The Manager recommends that the Board approve the addition of Colposcopy fees for the Health Department as requested.

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** March 7, 2013

**Action Agenda  
Item No.** 5-e

**SUBJECT:** Change in BOCC Regular Meeting Schedule for 2013

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**DEPARTMENT:** County Commissioners

**PUBLIC HEARING: (Y/N)**

No

**ATTACHMENT (S):**

**INFORMATION CONTACT:**

Donna Baker, 245-2130  
Clerk to the Board

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**PURPOSE:** To consider one change in the County Commissioners' regular meeting calendar for 2013.

**BACKGROUND:** Pursuant to North Carolina General Statute 153A-40, the Board of County Commissioners must fix the time and place of its meetings or provide a notice of any change in the Regular Meeting Schedule by:

- Moving Clerk/County Attorney Evaluation Meeting **FROM** Tuesday, March 26, 2013 **TO** Tuesday, April 30, 2013 at 6:00pm at the Link Government Services Center, 200 South Cameron Street, Hillsborough, so as to allow time for sub-committee to review/develop evaluation process/tools.

**RECOMMENDATION (S):** The Manager recommends the Board amend its regular meeting calendar for 2013 by:

- Moving Clerk/County Attorney Evaluation Meeting **FROM** Tuesday, March 26, 2013 **TO** Tuesday, April 30, 2013 at 6:00pm at the Link Government Services Center, 200 South Cameron Street, Hillsborough, so as to allow time for sub-committee to review/develop evaluation process/tools.

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**AGENDA ITEM ABSTRACT**  
**Meeting Date:** March 7, 2013

**Action Agenda**  
**Item No.** 6-a

**SUBJECT:** Joint Public Hearing with the Historic Preservation Commission for the Captain John S. Pope Farm Local Historic Landmark Designation

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**DEPARTMENT:** Environment, Agriculture, Parks and Recreation (DEAPR)      **PUBLIC HEARING: (Y/N)**

Yes
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**ATTACHMENT(S):**

- 1) Local Landmark Application (Part 2)
  - 2) National Register Nomination Excerpt
  - 3) Letter from State Historic Preservation Office
  - 4) Draft January 23, 2013 Historic Preservation Commission Meeting Summary
  - 5) Public Hearing Notice
  - 6) Draft Designation Ordinance
- 

**INFORMATION CONTACT:**

Rich Shaw, 245-2514  
Peter Sandbeck, 245-2517

**PURPOSE:** To conduct a joint public hearing with the Historic Preservation Commission (HPC) to receive public comment on the application and proposed ordinance to designate the Captain John S. Pope Farm as an Orange County Local Historic Landmark.

**BACKGROUND:** In 1991, Orange County adopted the "Ordinance Creating the Historic Preservation Commission (HPC) of Orange County", also referred to as the "Historic Preservation Ordinance". A few years later, in 1997, the County adopted a voluntary program to designate properties of local historic and architectural significance called the Local Landmark Program. One of the HPC's duties is to recommend properties for local landmark designation. Properties may be designated as individual landmarks or as part of historic districts. Properties must meet a higher standard of historic and/or architectural significance to be designated as an individual landmark. The higher standard is appropriate since landmark property owners are eligible for a fifty percent (50%) property tax deferral as long as the site continues to retain its historic character, as provided by North Carolina General Statutes under 160A-400.1-400.14.

The historic landmark designation process, outlined in Article 3 of the County's Historic Preservation Ordinance, involves several steps culminating with the adoption of an ordinance for each individual landmark site or historic district. At its January 23, 2013 meeting, the HPC accepted a Part 2 application from Mr. Robert Pope to consider his property, the Captain John S. Pope Farm, for designation as an Orange County Local Historic Landmark, thus initiating the application process (Attachments 1 and 2). Mr. Pope's application materials were submitted to the State Historic Preservation Office (SHPO) for review and comment as required by the Historic Preservation Ordinance. The HPC received a favorable response from the SHPO staff (Attachment 3). The HPC concurred with the SHPO's evaluation that the Captain John S. Pope

Farm was worthy of consideration for local landmark designation (Attachment 4). The HPC voted unanimously to request a joint public hearing with the BOCC, as required by Section 3.7 of the Historic Preservation Ordinance (Attachment 5).

In addition to the landmark designation process described above, members of the HPC endorsed a proposed National Register Nomination for the Captain John S. Pope Farm and voted unanimously to support this nomination at the January 23, 2013 regular meeting. The BOCC likewise endorsed the proposed National Register nomination for this property at the regular BOCC meeting on January 24, 2013. The Captain John S. Pope Farm was subsequently approved for final nomination to the National Register of Historic Places by the State National Register Advisory Committee and the State Historic Preservation Officer on February 14, 2013.

The Pope Farm is one of the best-preserved historic agricultural complexes still surviving in northern Orange County, exemplifying a mid-sized tobacco farm of the type that prospered here from the late 19<sup>th</sup> century until the 1960s. The farm complex consists of the original two-story farmhouse, built 1870-74 for Captain John S. Pope, and twenty outbuildings dating from the 1870s to the 1960s. The farm has remained in continuous operation by the Pope family and retains the original property acreage as well as the historic pattern of fields and forests.

**This is a routine public hearing required by state enabling legislation and the County's Historic Preservation Ordinance.** Following this joint public hearing, the BOCC and the HPC will take into consideration any public comments in preparing the final ordinance. The HPC will then return the final version of the proposed ordinance back to the BOCC for the Board's consideration and adoption at its April 9<sup>th</sup> meeting.

**FINANCIAL IMPACT:** There is no fiscal impact associated with this public hearing. Should the Board at the April 9<sup>th</sup> meeting adopt the proposed ordinance designating the Captain John S. Pope Farm as a Local Landmark, the owner of the property would be eligible for a fifty percent (50%) property tax deferral. The Pope farm is currently assessed as a working farm under present use valuation program. The exact amount of a potential deferral will thus be calculated based only on the valuations of the historic house and outbuildings, but not the associated farmland.

**RECOMMENDATION(S):** The Manager recommends that the Board: 1) hold a joint public hearing with the Historic Preservation Commission to receive public comment on the draft designation ordinance for the Captain John S. Pope Farm, and 2) refer the designation ordinance back to the Historic Preservation Commission for its final review and recommendation.

ORANGE COUNTY LOCAL LANDMARK APPLICATION  
Page 1 of 7

**PART 2**

DATE OF APPLICATION: 1/15/2013

**4. GENERAL DATA**

- A. Date(s) of Building(s): c. 1870-2008  
 Original construction c. 1870-1874  
 Subsequent additions, if applicable c. 1930s and 1940s additions have been removed
- B. Outbuildings: Yes  No  ; If yes, number 25
- C. Have any buildings on the property been moved? Yes  No   
 If yes, please give the date, reason, and details of the move. Use an additional sheet if necessary.  
 \_\_\_\_\_  
 \_\_\_\_\_
- D. Approximate Acreage: 75.34 acres
- E. Architect and/or Builder/Mason (if known): unknown
- F. Original Use: tobacco farming
- G. Present Use: pasture-grazing of meat lambs

**5. STATEMENT OF SIGNIFICANCE**

Please provide a brief statement or summary (on an attached 8 ½" x 11" sheet) outlining the historical, architectural, and perhaps landscape, elements that make the site significant—these are the features that are most important to preserve should you wish to make changes to the property in the future. For example, *"This property was the Taylor homeplace from the 1850s to 1940s. The Taylors were an important Orange County family who operated the local sawmill in the St. Mary's Road community during the 1870s-1900s. While the house was covered with vinyl siding in the 1980s and a two-room addition was constructed in the back around 1990, the building still looks like a mid nineteenth-century farmhouse from the road. It sits on a slight hill, framed by several mature oak and pecan trees. The house retains its original roofline, chimneys and front porch, all of which are visible from the road. In addition, the property still reads as a farm; several outbuildings survive intact including the building which housed the sawmill, the dairy, sweet potato barn, and smokehouse."*

**6. ARCHITECTURAL DESCRIPTION**

Describe in a narrative form, (on an attached 8 ½" x 11" sheet(s)), the architectural features of the main house and other buildings on the property. Please include information on any additions and/or remodelings to the buildings, particularly changes that that may not be apparent in photographs. Please also describe the setting, such as active farmland, wooded, rural community, urban neighborhood, etc.

**7. HISTORICAL OVERVIEW**

ORANGE COUNTY LOCAL LANDMARK APPLICATION  
Page 2 of 7

Discuss any significant events, personages and/or families associated with the property. (Detailed family genealogies are not necessary.) Please list any additional sources of information. Only material contained on the form will be used in the evaluation.

ORANGE COUNTY LOCAL LANDMARK APPLICATION  
Page 3 of 7

8. PHOTOGRAPHS/SLIDES

Please provide any additional photographs as necessary to evaluate the site. Photographs should include: all four sides of the main house, close-ups of any important architectural features such as trim, doors or windows, individual pictures of outbuildings, and an overall picture of the entire complex. Photographs of important interior features, such as mantels and stairways, are not necessary but are helpful to get a sense of the architectural significance of the house.

9. SITE PLAN/ SURVEY/ MAPS

Please include a map showing the location of the property. A sketch map is acceptable, but please note street and route numbers. Please provide a site plan showing the relationship of the main house or building to the driveway and road, and the relationship of the main house or building to any outbuildings. Please include a "North" arrow.

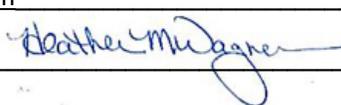
10. REASON FOR REQUEST

Please offer a brief explanation of how you heard about the Local Landmark Program and why you would like to participate in it.

The owner is interested in preserving the farm and the legacy of his father, grandfather, and great-grandfather for future generations. The Local Landmark designation is being pursued in addition to the listing of the property on the National Register of Historic Places listing and the application of conservation easements for the 75-acre parcel.

11. If formally designated by the County Commissioners, will the property owner seek the tax deferral?  
Yes X No      Not sure      (This information is for budgeting purposes only, it will not impact the HPC's decision toward your application.)

12. APPLICANT OR CONTACT PERSON INFORMATION (if other than owner)

Name Heather M. Wagner, hmwPreservation Telephone 336.207.1502  
Address 209 W. Trinity Avenue  
City/State Durham Zip Code 27701  
Signature  Date 1/15/2013  
E-mail hmariewagner@hotmail.com

13. This application is submitted [check one of the following]:  
X at the request of the owner.  
     with the owner's knowledge but not at his or her request.  
     without the owner's knowledge.

Return to: Cultural Resources Specialist  
Orange County Department of Environment, Agriculture, Parks and Recreation  
P.O. Box 8181 (306 Revere Road)  
Hillsborough, NC 27278  
(919) 210-2510

**Captain John S. Pope Farm  
6909 Efland-Cedar Grove Road  
Cedar Grove, North Carolina**

**Orange County Landmark Application**

5. STATEMENT OF SIGNIFICANCE

The Captain John S. Pope Farm is a remarkably intact example of a late nineteenth century I-house and tobacco farm complex in northern Orange County. The 75-acre parcel is still owned by descendants of Captain John S. Pope and was an active tobacco farm from c. 1870 through 2005. It is currently owned by the great-grandson of Captain John S. Pope and used for the pasture grazing of meat lambs.

While the c. 1870 two-story I-house has been altered slightly with the replacement of the front porch (most recently in the 1930s) and the construction and subsequent removal of additions to the rear ell, the house remains largely intact with original siding, windows and roofing as well as wide wood sheathing, wood flooring, two-panel doors, and original mantels and stair balustrade on the interior. The house stands near the road and is surrounded by mature trees. A collection of domestic outbuildings dating from the 1870s through the 1970s extends along a gravel farm road south of the house and parallel to Efland-Cedar Grove Road and includes a wash house, flower house, corn crib, and feed barn. Tobacco related resources including an ordering/stripping house and five tobacco-curing barns are arranged along a gravel road that extends east from the house. Historic aerial photographs show that the field patterns have been little altered since the 1930s.

6. ARCHITECTURAL DESCRIPTION

See Section 7 of the attached National Register of Historic Places Registration Form for descriptions of buildings/structures/sites (numbered 1-27) on the historic 73-acre parcel. Descriptions of additional buildings (numbered 28-30) located on 2.3 acres acquired by the family in the 1950s and 1960s are below.

**28. Well House II – c. 1952**

**C – Building**

South of the main house and southwest of the Feed Barn and Pre-fabricated Shed, the side-gabled, frame well house has a concrete-block foundation, vinyl siding, a hollow-core metal door on the south elevation, and exposed rafter tails. A metal carport visible behind the well house in photos has been removed.

**29. House Ruin – c. 1952**

**NC – Building**

South of the main house and southwest of the Well House II, the side-gabled, frame, Minimal Traditional-style house is in poor condition. The house is four bays wide and double-pile with a projecting bay on the left (north) end of the façade and a central entrance on the right (south) end of the façade that is flanked by window openings. There is a gabled rear ell and a projecting gabled wing on the left (north) elevation has a brick chimney in the gable. The building is in ruinous condition; windows have been removed and the building is currently used for hay storage.

**30. Garage III – c. 1970**

**NC – Building**

South of the house ruin, this one-story, asymmetrical side-gabled garage is similar in form and detail to the other garage (building #7) on the property. The frame building is four bays wide and single-pile with a sand floor and a 5V metal roof. It has two open vehicular bays in the center of the structure with an enclosed storage area on the left (east) end that is covered with vertical corrugated metal sheathing. An enclosed storage area on the right (west) end of the structure is sheathed with plywood and has a single vinyl window.

7. HISTORICAL OVERVIEW

See Section 8 of the attached National Register of Historic Places Registration Form for an explanation of the history of the property as well as an agricultural context for the property, an analysis of the significant architectural features of the house and farm buildings, and a comparison with other I-houses and farm complexes in Cedar Grove township.

8. PHOTOGRAPHS/SLIDES

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Pope, Captain John S., Farm  
other names/site number \_\_\_\_\_

2. Location

Street & number 6909 Efland-Cedar Grove Road N/A  not for publication  
city or town Cedar Grove  vicinity  
State North Carolina code NC county Orange code 135 zip code 27231

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. (See continuation sheet for additional comments.)  
\_\_\_\_\_  
Signature of certifying official/Title Date  
\_\_\_\_\_  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See Continuation sheet for additional comments.)  
\_\_\_\_\_  
Signature of certifying official/Title Date  
\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:  
 entered in the National Register.  
 See continuation sheet  
 determined eligible for the National Register.  
 See continuation sheet  
 determined not eligible for the National Register.  
 removed from the National Register.  
 other (explain:) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Signature of the Keeper Date of Action

**5. Classification**

**Ownership of Property**  
 (Check as many boxes as apply)

**Category of Property**  
 (Check only one box)

**Number of Resources within Property**  
 (Do not include previously listed resources in count.)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> private | <input checked="" type="checkbox"/> building(s) |
| <input type="checkbox"/> public-local       | <input type="checkbox"/> district               |
| <input type="checkbox"/> public-State       | <input type="checkbox"/> site                   |
| <input type="checkbox"/> public-Federal     | <input type="checkbox"/> structure              |
|   | <input type="checkbox"/> object                 |

Contributing	Noncontributing	
20	3	buildings
1	0	sites
1	1	structures
1	0	objects
23	4	Total

**Name of related multiple property listing**  
 (Enter "N/A" if property is not part of a multiple property listing.)

**Number of Contributing resources previously listed in the National Register**

N/A

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

Domestic: single dwelling  
 Domestic: secondary structure  
 Agriculture/Subsistence: processing  
 Agriculture/Subsistence: storage  
 Agriculture/Subsistence: agricultural outbuilding  
 Agriculture/Subsistence: agricultural field

**Current Functions**

(Enter categories from instructions)

Domestic: single dwelling  
 Domestic: secondary structure  
 Agriculture/Subsistence: storage  
 Agriculture/Subsistence: agricultural outbuilding  
 Agriculture/Subsistence: agricultural field

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Other: I-house

**Materials**

(Enter categories from instructions)

foundation Stone  
 walls Wood: weatherboard  
 Wood: log  
 roof Metal  
 other Brick  
 Asphalt

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Areas of Significance**

(Enter categories from instructions)

- Agriculture \_\_\_\_\_
- Architecture \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

**Period of Significance**

c. 1870-1963  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete if Criterion B is marked)

N/A  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

unknown  
\_\_\_\_\_  
\_\_\_\_\_

10. Geographical Data

Acreage of Property 73.05 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	17	664580	4007540
	Zone	Easting	Northing
2	17	665220	4007540

3	17	665220	4007130
	Zone	Easting	Northing
4	17	665580	4007130

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

Name/title Heather M. Wagner  
 organization hmwPreservation date August 1, 2012  
 Street & number P. O. Box 355 telephone 336.207.1502  
 city or town Durham state NC zip code 27702

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

Name Robert Pope  
 Street & number 608 Polk Street telephone 919.621.1150  
 city or town Raleigh state NC zip code 27604

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 10

Captain John S. Pope Farm  
Orange County, North Carolina

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## Section 8: Statement of Significance

### Narrative Statement of Significance:

The Captain John S. Pope Farm meets National Register Criterion A for agriculture for its role in the history of tobacco farming in Orange County. The farm is a well-preserved example of a mid-sized tobacco farm, typical of those that existed throughout northern Orange County in the late nineteenth and early twentieth century. The farm has remained in continuous operation by the Pope family since at least 1870 and retains the 1874 acreage as well as its historic arrangement of fields and forests.

The property also meets National Register Criterion C for architecture. The two-story, triple-A-roofed I-house is one of the earliest extant and most intact examples of this rural house form, which was found throughout Orange County in the mid- to late nineteenth century. The property retains one of the largest collections of agricultural outbuildings in Orange County with buildings dating from c.1870-1874 through 2008, illustrating typical rural North Carolina building practices of the nineteenth and twentieth centuries. The house and its collection of twenty contributing outbuildings illustrate the property's continued use as a tobacco farm from the 1870s through the early 1960s.

The locally significant Captain John S. Pope Farm remains one of the best-preserved rural complexes in northern Orange County with a period of significance extending from c.1870 to 1963, during which the complex achieved its current appearance. The house was constructed c.1870-1874 and the majority of contributing buildings were erected from c.1870-1880, 1900-1930, and 1945-1960. While the property remained in continuous operation as a tobacco farm into the twenty-first century, there is no basis for a claim of exceptional significance for the later use of the farm and for those buildings less than fifty years old.

### History of the Captain John S. Pope Farm

The 73.05-acre Captain John S. Pope Farm is a portion of the larger John Alphonse McDade (1807-1869) farm in northwest Orange County. McDade acquired the land in 1806 and lived nearby, but it is not known if he farmed the 73-acre tract. McDade had five children before his wife Nancy M. Woods McDade's death in 1845. At the time of her death their youngest daughter, Josephine, was only two years old and may have left the farm to live with other family. By 1850, the federal census lists McDade as a farmer in the "Northwest Division" of Orange County with the oldest four of the couple's five children still living on the farm: John M. (1831-1893), William Woods (1833-1862), Mary Jane (1835-1917), and Henry Lee (1838-1913).

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National Park Service

# National Register of Historic Places Continuation Sheet

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Captain John S. Pope Farm  
Orange County, North Carolina

On May 8, 1859, Mary Jane McDade married John Saunders Pope. Born in 1836, Pope was the sixth child of Thomas P. and Mary Wheeley Pope, also listed as farmers in the Northwest Division of Orange County in the 1850 federal census. Shortly after their marriage, on October 6, 1861, Pope enlisted as a private with the North Carolina 31<sup>st</sup> Infantry Regiment and fought in the Civil War. He had reached the rank of captain when he mustered out of the military on April 26<sup>th</sup>, 1865, after the surrender at Bennett Place in Durham.

Family legend holds that John and Mary Jane Pope began construction of their house shortly after their wedding on land given them by her father, but the construction was interrupted by the war. When John left for the war, Mary was seven months pregnant; she lived nearby with her father for the duration of the war. The couple legally acquired the land in 1869 when, after his death, John Alphonse McDade's 183-acre tract of land was divided among his five children with each child receiving approximately 36.6 acres.<sup>1</sup> The house was likely still incomplete in 1870, as the federal census lists John S. Pope as a farm laborer living with Mary and their two eldest children (Thomas and Josephine) in Heightown Township, near Prospect Hill, in Caswell County. Mary's grandfather, William Woods, lived in the Corbett community just west of Prospect Hill and the family was likely living with him until the house on Efland-Cedar Grove Road was completed.

The house was likely complete by 1874. That same year, Mary's brother Henry Lee McDade transferred his inherited portion of the land to Mary to create an approximately 72.8-acre tract.<sup>2</sup> By 1880, the federal census lists John S. Pope as a farmer in Cedar Grove Township in Orange County. Pope is listed with his wife, his three children (Thomas, Josephine, and Carl), and an unrelated African American servant, William Thompson, occupying the property. According to family legend, shortly after the construction of the house, Pope learned that the house had actually been constructed on the west property line, the front of the house resting on a narrow strip of land between the Pope property and Efland-Cedar Grove Road that was owned by David and Mary Wells. An 1879 deed records the transfer of one-half acre of land along Efland-Cedar Grove Road (then Hillsborough Road), and adjoining John Pope's tract, from Wells to Pope, confirming this belief and creating the distinctly-shaped 73.05-acre parcel that remains today.

Pope's youngest son, Carl McDade Pope, married Lindia Lee Harris in 1892 and the couple initially lived on a farm on nearby Lees Chapel Road. Captain John S. Pope died in June 1895 just after the birth of Carl and Lindia's second child. In the 1900 census, Mary Jane Pope was sharing the house with her son Carl, and his growing family, which included daughters Lottie May, Jodie Ruffin, and Mary Lee. Carl did not sell his property on Lees Chapel Road until 1904, when Mary Jane completed

<sup>1</sup> William Woods McDade and his wife Frances Murphey McDade both died of illness in 1862, leaving a son, William H. McDade, who was raised by his uncle Henry L. McDade, to whom his father's portion of the inheritance passed.

<sup>2</sup> It is unclear from deeds whether this was Henry Lee McDade's portion or the portion passed to William H. McDade when he became of age.

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## National Register of Historic Places Continuation Sheet

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Captain John S. Pope Farm  
Orange County, North Carolina

her will leaving the farm to Carl. In 1909, Carl leased a portion of the farm from Mary Jane Pope “for the purposed of running a government distillery.” In February 1910, Mary Jane Pope formally deeded the 73.05-acre property, known as the John S. Pope Homeplace, to her son Carl McDade Pope. That same year, federal census records show Carl and Lindia and their seven children (Lottie, Jodie, Mary, John, Thelma, Lacy, and Inez) living on the property with Mary Jane Pope, then in her 70s. Mary Jane Pope died in 1917.

Carl and Lindia raised a large family on the farm. Robert Harris Pope, the couple’s youngest child was born in 1914, giving the couple a total of eight surviving children.<sup>3</sup> Additionally, with the death of his older brother, Thomas, around 1914, Carl’s four nephews also moved onto the farm. Carl, who owned a sawmill, was responsible for several alterations to the house including renovations around the turn of the twentieth century that included the replacement of the original Greek Revival-style front porch with a shed-roofed porch on turned posts with sawnwork details and the addition of a decorative front gable to give the house a Queen Anne-style exterior. At this time, Carl also erected an addition to the garage, which in the 1920s, housed a truck Carl had purchased to haul lumber to and from his sawmill.

Carl McDade Pope died in 1927 and Lindia Lee Harris Pope remained in the house with her three sons running the farm. In the early 1930s, the current front porch and a small wing on the south side of the rear ell were erected by Carl’s youngest child, Robert Harris Pope. Robert Pope married Janie Sue Hester in 1936, and they lived in the house, electrifying it in 1937, the same year his son, Robert Harris Pope Jr. was born. Water and plumbing were run to the house in 1943-1944, relieving the need for heating water in the nearby washhouse. Shortly thereafter, a one-story wing was added to the north side of the rear ell. (Both rear wings were removed in stages from 2002 to 2007.)

In 1947, Lindia Lee Harris Pope died and the house and farm went to auction, from which Jodie, John, and Robert Harris Pope acquired the property in 1948. Robert continued to farm the land and in 1952, purchased an additional 1.46 acres from the heirs of David Wells on which he constructed a tenant house with its own well house. By 1967, he had purchased an additional .75 acres from the Wells heirs, adjacent to the 1952 parcel, and erected a garage for the second home. By 1980, both John and Jodie had died and Robert Harris Pope took full ownership of the property. He farmed the land, raising tobacco, just as his father and grandfather had, until the Fair and Equitable Tobacco Reform Act of 2004.

In 2006, Robert Pope deeded both the original 73.05-acre tract and the 2.28-acre tract that he had acquired in 1952 and 1967 to his son, Robert Harris Pope Jr. Robert Jr., the great-grandson of Captain John S. Pope, uses the land to pasture-graze meat lambs and proudly holds farm tours of the property and farm dinners in the house. He removed the wings added to the rear ell, constructed a new bathroom

<sup>3</sup> Carl and Lindia Pope had a ninth child who died in infancy in 1908.

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National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 13

Captain John S. Pope Farm  
Orange County, North Carolina

in a portion of the enclosed rear porch, and maintains the property and outbuildings so that they can be interpreted by tour-goers. The 1952 and 1967 additions to the property were combined into the main parcel, but are not included within the National Register boundary.

### **Agricultural Context: Tobacco Farming in Orange County**

Agriculture has long played an important role in the history and economy of Orange County. The topography of the county is predominantly gently rolling hills and flatland with a combination of sand, silt, and clay soils over an underlying base of rock. The sandy loam, which provides the drainage necessary for tobacco farming, are located throughout the county, but larger concentrations of the soil are found in the northern part of the county, making tobacco farming more successful there. With the popularity of brightleaf tobacco in the years leading up to and following the Civil War, the economy of northern Orange County came to rely heavily on tobacco cultivation. The number of county farms tending the brightleaf soared from 10.8 percent to 40.7 percent from 1850 to 1860 and the quantity of tobacco grown rose five-fold, exceeding a million pounds.<sup>4</sup> While wheat and corn continued to be grown in all parts of the county, by 1860 seventy-five percent of tobacco growth in the county occurred in its northern section.<sup>5</sup>

Tobacco remained the major cash crop in northern Orange County from the mid-nineteenth century through the early twenty-first century and was grown by small and large farmers alike. In 1850, three-quarters of the county's farms contained less than 100 acres, while just a handful had more than 500 acres. The average size of farms dropped from 285 acres to 198 acres between 1860 and 1870, in part because of the lack of slave labor to work the fields, and the value of farms fell by half during the same period.<sup>6</sup> However, the expanding tobacco markets in nearby Durham made tobacco increasingly more profitable at the same time. The 1870 United States federal census listed tobacco production at 530,442 pounds (though those figures included Durham County, which was still a part of Orange County).<sup>7</sup>

Like many mid-sized farms in northern Orange County, tobacco was the primary cash crop cultivated on the Captain John S. Pope Farm. It was a labor-intensive crop requiring leaves to be picked and strung by hand, so the Pope family employed a farm laborer as early as 1880, when the federal census lists an unrelated African American servant, William Thompson, living on the property with the family. A log building at the rear of the property housed the laborer, who likely took meals with the family and

<sup>4</sup> Mattson, Richard L. "History and Architecture of Orange County, North Carolina," Unpublished manuscript. Hillsborough, NC: Orange County Planning and Development Department, 1996, pg. 20.

<sup>5</sup> Carter, Jody, and Todd Peck. "Historic Resources of Orange County." Unpublished manuscript. Hillsborough, NC: Orange County Planning and Preservation Department, 1993.

<sup>6</sup> Mattson, pg. 36.

<sup>7</sup> Lefler, Hugh. Orange County 1752-1952. Chapel Hill: The Orange Printshop, 1953, pg. 122.

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National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 14Captain John S. Pope Farm  
Orange County, North Carolina

used the small building only to sleep. The current owner remembers a farmhand living in the small log building as late as the late 1940s and the farm census records from 1925 and 1945 indicate that the cultivated acreage was worked not by the owner (C. M. Pope and later his widow), but by a tenant.<sup>8</sup>

In 1930, sixty-five percent of the acreage in Orange County that was dedicated to tobacco was located in Cedar Grove Township.<sup>9</sup> In addition to cultivating tobacco, the Pope family and its tenant farmers also planted grains and small quantities of vegetables and managed livestock. In 1925, twenty acres were dedicated to tobacco, ten acres to corn, and seven acres to soybeans for hay. Additionally, there was a small family garden, twenty-five laying hens, and three milk cows.<sup>10</sup> The 1935 census indicates a similar distribution of cropland with nineteen acres of tobacco, ten acres of corn, four acres of wheat, and three acres of rye. Additionally, the family had thirty fruit trees, four workhorses or mules, and four milk cows.<sup>11</sup> By 1945 the land use had shifted slightly with fourteen and a half acres of tobacco, seventeen acres of corn, and seven acres of hays, and the family had invested in poultry, selling 1000 broilers and fryers in 1945, and raised hogs and sheep on the land.<sup>12</sup>

Orange County remained predominantly rural well into the twentieth century, even as areas to the east were more fully developed. As late as 1952, seventy percent of the 254,729 acres that make up Orange County were considered farmland, one-third of county residents lived on farms, and twenty percent of the workforce was employed in agriculture.<sup>13</sup> By the mid-twentieth century, the dominant farm size in Orange County was a small one. According to the 1950 United States federal census, there were 2,038 farms in Orange County and the average size was 87.9 acres. Eighty percent of farms contained between ten and 179 acres with those farms less than ten acres representing small vegetable patches and the farms larger than 180 acres utilizing mechanized farming practices.<sup>14</sup>

However, the amount of acreage contained on a farm was not necessarily a direct correlation to the amount of harvested acres. In 1952, seventy-percent of Orange County was considered farmland, yet the total acreage in cultivation was only 48,958 acres.<sup>15</sup> In addition to harvested cropland, total farm acreage included pastured cropland, unharvested and unpastured cropland, open pasture, and

<sup>8</sup> Department of Agriculture, Statistics Division. 1925, 1935, and 1945 Farm Census Reports, Orange County. North Carolina State Archives, Raleigh.

<sup>9</sup> Department of Agriculture, Statistics Division. 1930 Farm Census Report, County Summaries, Orange County. North Carolina State Archives, Raleigh.

<sup>10</sup> Department of Agriculture, Statistics Division. 1925 Farm Census Report, Orange County.

<sup>11</sup> Department of Agriculture, Statistics Division. 1935 Farm Census Report, Orange County.

<sup>12</sup> Department of Agriculture, Statistics Division. 1945 Farm Census Report, Orange County.

<sup>13</sup> Lefler, pgs. 228-229.

<sup>14</sup> Lefler, pg. 231. 180 farms under 10 acres, 667 farms b/t 10-49 acres, 557 farms b/t 50-99 acres, and 405 farms b/t 100-179 acres, 132 farms b/t 180-259, 79 farms b/t 260-499, and 18 farms over 500 acres.

<sup>15</sup> Lefler, pg. 229.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 15Captain John S. Pope Farm  
Orange County, North Carolina

unpastured woodlands, which alone comprised forty-six percent of farmland.<sup>16</sup> Additionally, the production of tobacco, which required much hand labor and was grown on approximately one-half of the farms in Orange County, contributed to the relatively small number of harvested acres. Thus only about twenty percent of farmland was being actively cultivated and harvested in the mid-twentieth century.

The historic landscape of the Captain John S. Pope Farm is typical of a mid-sized farm in Cedar Grove Township with field patterns dictated by the type of soil and changing little, if at all, in the early twentieth century and a majority of the land remaining wooded or undeveloped. Farm census records from 1925 indicate that only thirty-nine acres of the ninety-three acres held by Carl M. Pope (twenty acres were part of a non-contiguous parcel) were cultivated with fifteen acres cleared but not tilled and thirty-nine acres being "woods, waste, pasture, etc."<sup>17</sup> By 1935 and 1945, forty-four acres were in cultivation with thirty-nine acres remaining unimproved.<sup>18</sup> Much of the unimproved land was located near the spring and its resulting stream, just south of where the farm road turns; this low-lying ground is not suitable for row crops and remained forested. Additionally, fields nearest the house were seasonally used as small garden plots but were used predominantly for the grazing of livestock. The fields at the north and east ends of the property were used to cultivate row crops, including tobacco, corn, and other grains based on the type of soil that dominated each field. The farm census records indicate little change in the number of acres dedicated to each crop and aerial photographs taken by the United States Department of Agriculture in 1938, 1955, 1966, and 1972 show little change to the field and forest pattern of the farm in the twentieth century. While the farm no longer cultivates row crops, the shift from cultivated fields to pasture has minimal visual impact on the landscape.

Tobacco remained the prominent cash crop in Orange County through the early years of the twenty-first century. Four generations of the Pope family grew tobacco on the property from the 1870s through 2005. While the farm is no longer viable as a tobacco farm, the land remains in use, its open fields used to pasture-graze meat lambs for sale at local markets and restaurants. The family is proud to have the farm recognized as a Century Farm by the North Carolina Department of Agriculture for its continued agricultural use by a single family and is seeking a conservation easement to ensure its continued agricultural use.

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<sup>16</sup> Lefler, pg. 231.

<sup>17</sup> Department of Agriculture, Statistics Division. 1925 Farm Census Report, Orange County.

<sup>18</sup> Department of Agriculture, Statistics Division. 1935 and 1945 Farm Census Reports, Orange County.



**North Carolina Department of Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Beverly Eaves Perdue, Governor  
Linda A. Carlisle, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History  
Division of Historical Resources  
David Brook, Director

September 4, 2012

Rich Shaw, Land Conservation Manager  
P.O. Box 8181  
Hillsborough, N.C. 27278

**Re: Capt. John S. Pope House, 6909 Efland-Cedar Grove Rd., Cedar Grove Twp., Orange Co.**

Dear Mr. Shaw:

Thank you for the landmark designation report for the Captain John S. Pope House. We have reviewed it and offer the following comments in accordance with General Statute §160A-400.6.

The Captain John S. Pope Farm retains a notably intact mid-nineteenth century “Triple-A” I-house as well as an extensive collection of associated domestic and agricultural outbuildings, most of which date from the middle of the nineteenth to the middle of the twentieth centuries. In addition, it retains its historic setting of seventy-four acres of agricultural land with intact historic field patterns, continuously farmed by the Pope family since their acquisition of the land. We concur that the property is worthy of consideration as a local landmark and have communicated to you, via electronic mail, several technical revisions to the report which, once made, should provide the local governing board with enough information to determine whether or not the property has the requisite significance and integrity for designation as a local landmark.

Archaeological resources associated with the nineteenth century occupation of the farm may be present. Care should be taken during ground disturbing activities to avoid inadvertent damage to or destruction of these resources.

Landmark designation means the community recognizes the property as one worthy of preservation because of its special significance and integrity in the local community. Any substantial change in design, materials, and appearance are subject to the design review procedures of the historic preservation commission. The owner may receive an annual deferral of fifty percent of the property taxes for as long as the property is designated and retains special significance and integrity (N.C.G.S. §105-278 *et seq.*).

Please note that if the local governing board wishes to extend the commission’s authority to significant interior features, the owner must give consent and the designation ordinance must specify the particular features subject to review and describe the nature of the commission’s design review authority over them.

Thank you for giving us the opportunity to comment on the report. Our comments are advisory only. Once the necessary public hearing or hearings have been held, the governing board may proceed with the

designation decision. Please find enclosed a designation confirmation form and notify me of the local governing board's action at your earliest convenience. Also, if applicable, please let me know of any provisions in the designation ordinance that differ from those specified in the report.

Please do not hesitate to contact me if you have any questions regarding our comments.

Yours truly,

A handwritten signature in black ink, appearing to read "J.R. Crawford", with a long horizontal flourish extending to the right.

J.R. Crawford IV  
Preservation Commissions Coordinator

**REQUEST FOR DESIGNATION CONFIRMATION**

**To:** Rich Shaw, Orange County Historic Preservation Commission  
**From:** Rob Crawford, Preservation Commissions Coordinator  
**Date:** September 4, 2012

When the local governing board has concluded its action on the designation ordinance for the **Captain John S. Pope House, 6909 Efland-Cedar Grove Rd., Cedar Grove Twp., Orange County**, please inform me via either:

- 1. the form below, mailed to me at 4617 Mail Service Center, Raleigh, NC 27699-4617,
- 2. the form below, sent to me by fax at 919/807-6599, or
- 3. call me at 919/807-6580 with the information requested below.

Also, please let me know of any provisions in the ordinance that are different from those specified in the report (such as boundaries). Thank you for your cooperation.

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**To:** Rob Crawford  
**From:** Orange County Historic Preservation Commission  
**Date:** \_\_\_\_\_

The designation ordinance for the **Captain John S. Pope House, 6909 Efland-Cedar Grove Rd., Cedar Grove Twp., Orange County**, has been adopted by the local governing board.

**Yes** \_\_\_\_\_ **No** \_\_\_\_\_ **Date** \_\_\_\_\_

Ordinance provisions different from designation report:

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**Orange County  
HISTORIC PRESERVATION COMMISSION**

**DRAFT Meeting Summary  
January 23, 2013  
Environment and Agricultural Center, Hillsborough**

**MEMBERS PRESENT:** Todd Dickinson (Chair), Steve Rankin (Vice Chair), Statler Gilfillen, Rob Golan, Bob Ireland

**MEMBERS ABSENT:** Joanna Lelekacs

**STAFF PRESENT:** Peter Sandbeck, Rich Shaw

**GUESTS:** None

**ITEM #1: CALL TO ORDER**

Chair Dickinson called the meeting to order at 7:08 pm.

**ITEM #2: CHANGES OR ADDITIONS TO AGENDA**

The special presentation by Stewart Dunaway was moved before the items for decision.

**ITEM #3: APPROVAL OF MINUTES (December 12, 2012)**

Dickinson asked for comments on the draft October 24 meeting summary. Golan and Dickinson pointed out three typos in the summary. Gilfillen motioned to accept the minutes as amended; seconded by Golan. Approved unanimously.

**ITEM #5: SPECIAL PROGRAM**

**a. Presentation by Stewart Dunaway**

Dunaway began his presentation by providing an overview of his work on establishing, removing, and correcting NC state historical markers, including Hart's Mill (July 2007), Dickerson Chapel, and the First Paper Mill in Hillsborough (removed). He said his application for a marker at Dickerson Chapel was denied.

Dunaway then described his work researching old maps, deed records, and other documents for individual town lots in Hillsborough. He introduced the contents of his new publication, which describes 238 town lots, along with public buildings, churches, schools/academy, roads, bridges, mill, town fires, and Chaseville.

Dunaway noted one objective of writing his book was to give people access to deed records for all original town lots. He shared some interesting things he learned, including the following: a) a lot of deed records were lost; b) no original house from the mid-1750s remains; c) there was minor lot renumbering, d) street names have changed; e) the "Colonial Inn" was actually the Orange Hotel (1838); f) the town clock was possibly rebuilt or new in 1805-06; g) the first courthouse was on the Haw River; h) the second courthouse was damaged by fire (1790); 3<sup>rd</sup> courthouse 1791; 4<sup>th</sup> courthouse 1845; and John Berry helped relocate the 4<sup>th</sup> courthouse to the corner of Churton and Queen streets (now Dickerson Chapel AME Church).

Dunaway answered questions from HPC members. Ireland asked whether he use Mary Claire Engstrom's lot listings. Dunaway said he consulted and used her information. He noted discrepancies regarding the demise of the original Anglican church (St. Mathews) due to fire, and provided his theory on that subject. He thinks the building parts were sold as scrap rather than the church being destroyed by fire.

Dunaway responded to other questions, including whether he had researched changes to water courses [No]; why streets were named Tryon, King, and Queen following the Revolution [Perhaps town and county were more forgiving than other areas]; how would someone recognize a 1770s house [nails, joints]; and, could Magnuson house have been relocated [not on Sanborn maps; dendrochronology might help age].

Finally, Dunaway discussed his finding that unlike Chatham and Guilford counties, has found no court records of one town or county resident going after another for being loyal to the crown.

Dunaway said his book is available for purchase, but is also at the county deed office and public library.

**ITEM #4: ITEMS FOR DECISION**

**a. Local Landmark Application – Capt. John S. Pope Farm (Part 2)**

Dickinson reminded members of the status of the local landmark application for the Pope Farm.

Sandbeck reviewed the owner's revised Part 2 of the application (dated 1/15/13). He explained that the primary revision was the inclusion of three auxiliary buildings that were not included in the National Register nomination: Well House II (c. 1952), House Ruin (c. 1952), and Garage III (c. 1970).

Sandbeck then reviewed the revised Statement of Significance, which specifies that the entire- 75-acre farm would be included in the landmark designation. He noted that the Pope Farm is a "remarkably intact example of a late nineteenth century I-house and tobacco farm complex," and is considered by the applicant to be the most intact of similar farm complexes in northern Orange County. Sandbeck also noted that the owner, Mr. Pope, would like the landmark designation to include some of the interior elements of the farmhouse: the mantels; the stair including treads, risers and all components of the handrail assembly; all original wood flooring in the main two story section of the house; all original two-panel doors; and the wide wood sheathing boards on the walls and ceilings.

Sandbeck presented maps and aerial photographs of the farm property, and photographs of the house and outbuildings. He pointed out that although there have been changes to the farmhouse, the original floors, walls, and ceilings remain intact. Sandbeck answered questions from HPC members.

Gilfillen asked whether it is within the purview of HPC to provide friendly guidance to local landmark owners, such recommending they remove vines or trees immediately adjacent to contributing structures. Sandbeck said he intends to provide that kind of guidance to current and future landmark owners.

Sandbeck reviewed the process for landmark designation, including a joint HPC-BOCC public hearing, a formal HPC recommendation to the BOCC, and a final BOCC decision to designate the property a local landmark. Sandbeck suggested requesting a March 7 public hearing with the board of commissioners, but only if the HPC would have a quorum. He said he would poll members as to their availability.

Gilfillen motioned that the HPC: request a joint public hearing with the Orange County Board of Commissioners to consider designating the Pope Farm as an Orange County Local Landmark, and that such designation include the entire 75-acre farm with 20 contributing buildings, and that certain interior elements of the farmhouse will also be specified in such designation, including the original floors, stairway, hand-planed sheathing boards on the walls and ceilings, and the mantels. The motion was seconded by Rankin and approved unanimously. Staff was directed to prepare a draft ordinance and complete a thorough photo documentation prior to designation with special attention given to the outbuildings.

**b. Public Hearing for National Register Nomination for the Pope Farm**

Dickinson opened the public hearing for consideration of the Pope Farm being listed in the National Register of Historic Places. He reviewed information about the property, including the farmhouse and outbuildings, photo documentation, and the nomination that was submitted for state approval. There were no members of the public present so Dickinson asked for any comments or discussion from HPC members. Golan said it was evident this is an intact farm of county significance. He noted that it is uncommon for a landowner to be willing and interested to place restrictions on his or her property. Rankin and Ireland agreed, and pointed out that the listing of this farm would be an incentive for the owners of other like farms to consider National Register or local landmark designation. Gilfillen said he was impressed by the owner's interest in pursuing this designation. Dickinson closed the public hearing.

Ireland proposed the following motion: The HPC finds that the Captain John S. Pope Farm meets the criteria for listing in the National Register of Historic Places and offers its full recommendation for listing to the Board of County Commissioners for their consideration and approval at the BOCC regular meeting on Jan. 24, 2013. The motion was seconded by Golan and was approved unanimously.

Sandbeck described the next steps in the National Register process, beginning with his presentation to the board of county commissioners the following evening [January 24] for its endorsement of the listing. Dickinson suggested issuing a news release following the State's anticipated listing of the property.

**ITEM #6: DISCUSSION ITEMS**

**a. Thank you note from Tina Moon**

Sandbeck circulated a note from Tina Moon in which she expressed her gratitude to HPC members.

**b. Historic Resource evaluation exercise**

Due to the late hour, this item was tabled until the next meeting.

**c. 2012 Work Plan – Monthly Update & Progress Check**

The monthly update to the HPC work plan was received without any discussion.

**d. Identify potential candidates to fill the one HPC vacancy**

Sandbeck reviewed the HPC's eligibility criteria. Dickinson led a discussion of people that have applied for appointment to the HPC. Sandbeck and Shaw described staff's initial efforts to solicit new applications. Dickinson noted that Golan's term would end in March 2013, and that he is eligible for reappointment. Golan said he would consider reappointment to the HPC.

**ITEM #7: UPDATES AND INFORMATION ITEMS**

**a. Hollow Rock archaeological survey**

Sandbeck provided brief update of the County's phase 2 archaeology survey of its Hollow Rock property. He said the consultant found numerous flakes and couple of ceramic items, but nothing else remarkable. Rankin commented on his knowledge of the site. He noted UNC archaeologist, Steve Davis, is very interested in this site, but has not yet identified it for a field school. Rankin said he would like to follow up with Davis and asked if a state archaeologist, such as Davis, would need to compete with other consulting firms even if he could do it for lower cost. Sandbeck said the State might allow a sole source contract. Sandbeck concluded by saying the fieldwork has completed and a final report is forthcoming.

**b. Protecting resources on public lands in Hillsborough**

Shaw reported that he and Sandbeck intend to have a draft interlocal agreement for HPC consideration in advance of it being submitted to the town and county elected boards for approval.

**c. Proposal for Orange County Heritage Center**

Ireland discussed his proposal for a virtual heritage center and initial feedback he had received from HPC members and others. Ireland said he wished to withdraw his proposal from consideration. He said any effort to consolidate records should be digital, but feels the HPC is probably not suited to take the lead. Ireland explained that none of the groups seem to want to give up or share historical documents.

Gilfillen said he hopes to keep the idea alive and would like to examine it further, but he questions whether it's the HPC's role to advance this proposal. Sandbeck said he would share the results of an earlier work group that discussed these same issues.

**d. Neville's Chapel, Jones Ferry Road**

There was no discussion of this item.

e. **Efforts to put Orange County's historic property survey data on the web**

Sandbeck provided update on his efforts to work with the County's IT staff and others to put the county historic properties inventory on the County website. He discussed his interest in creating an open portal to receive and share information as has been done in Durham. Sandbeck said he will prepare a demonstration for HPC members to consider at a future meeting. Golan reiterated his interest in completing a historic architecture book for Orange County and suggested using a group such as the LULU website to print books on a pay-as-you-go basis as Dunaway is doing for his new publication.

f. **Old County Courthouse study and long range preservation plan**

Due to the late hour, this item was tabled for discussion at a future meeting.

g. **BOCC review of HPC annual report at Jan. 29<sup>th</sup> work session**

Dickinson said he planned to attend the upcoming BOCC work session during which the BOCC will review the HPC's annual report and work plan. Shaw said this would be an opportunity for Dickinson to share any information or planned initiatives with the commissioners. Dickinson said he and Sandbeck would meet in advance to prepare for the meeting.

**ITEM #8: ADJOURNMENT**

Dickinson adjourned the meeting at approximately 9:40 pm.

Meeting summary by Rich Shaw, DEAPR staff



**NOTICE OF PUBLIC HEARING**  
**BEFORE THE**  
**BOARD OF COUNTY COMMISSIONERS**  
**AND THE**  
**HISTORIC PRESERVATION COMMISSION**  
**OF**  
**ORANGE COUNTY, NORTH CAROLINA**

In accordance with Section 3.7 of the Ordinance Creating the Historic Preservation Commission (HPC) of Orange County, also referred to as the "Historic Preservation Ordinance," notice is hereby given that the Board of County Commissioners and the HPC shall hold a public hearing on **Thursday, March 7, 2013 at 7:00 p.m. at the Department of Social Services, Hillsborough Commons, 113 Mayo Street, Hillsborough, North Carolina** to receive citizen comment on the application and proposed ordinance for designating the following property as an Orange County Local Historic Landmark:

**Captain John S. Pope Farm**, consisting of a 75.34 acre parcel at 6909 Efland-Cedar Grove Road, Cedar Grove Township (PIN: 9859019289)

The Pope Farm is one of the best-preserved historic agricultural complexes still surviving in northern Orange County, exemplifying a mid-sized tobacco farm of the type that prospered from the late 19<sup>th</sup> century until the 1960s. The complex includes a two-story farmhouse built 1870-74, along with twenty historic outbuildings.

All interested citizens are invited to attend the public hearing and be heard.

Questions regarding the application may be directed to the Orange County Department of Environment, Agriculture, Parks and Recreation located in the Environment and Agricultural Center, 306A Revere Road, Hillsborough, North Carolina. Office hours are from 8:00 a.m. to 5:00 p.m. Monday through Friday. You may also call 245-2517 for more information.

Peter Sandbeck, Cultural Resources Coordinator

PUBLISH: February 20, 2013  
February 27, 2013

**- DRAFT -**

**AN ORDINANCE OF THE ORANGE COUNTY BOARD OF COMMISSIONERS  
DESIGNATING THE PROPERTY KNOWN AS THE  
CAPTAIN JOHN S. POPE FARM  
IN ORANGE COUNTY, NORTH CAROLINA  
AS A LOCAL HISTORIC LANDMARK**

Whereas, all of the prerequisites to the adoption of this ordinance prescribed in Part 3C, Article 19, Chapter 160A (Historic Districts and Landmarks) of the General Statutes of North Carolina and an Ordinance Creating the Historic Preservation Commission of Orange County (the “Historic Preservation Ordinance”) have been met; and

Whereas, the Orange County Board of Commissioners has taken into full consideration all statements and information in the application and the designation report prepared by the Orange County Historic Preservation Commission and presented to the Board of County Commissioners on the \_\_\_ day of April, 2013, on the question of designating the property known as Captain John S. Pope Farm as a historic landmark; and

Whereas, the property known as the Captain John S. Pope Farm, located in Cedar Grove Township in the County of Orange and more particularly described in Exhibit A attached hereto, is one of the best preserved historic tobacco farm complexes in the northern part of the county; and

Whereas, the original farmhouse built between 1870 and 1874 remains largely intact and retains virtually all of its original interior woodwork and room finishes, including its distinctive ornamental mantels and stair; and

Whereas, the Captain John S. Pope Farm retains a collection of twenty historic outbuildings dating from the 1860s to the 1960s; and

Whereas, the John S. Pope Farm with its farmhouse and collection of historic outbuildings exemplifies the small and mid-sized tobacco farms that once prospered throughout Orange County and the northern Piedmont section of the state; and

Whereas, the Orange County Historic Preservation Commission has recognized the historic, architectural and cultural significance of the property known as the Captain John S. Pope Farm and has recommended that the property be designated a “historic landmark” as outlined in Article 3 of the Historic Preservation Ordinance; and

Whereas, the State Historic Preservation Office, an agency of the Office of Archives and History of the North Carolina Department of Cultural Resources, has reviewed and commented on the findings of the Orange County Historic Preservation Commission, and has approved the Captain John S. Pope Farm for listing in the National Register of Historic Places.

Now, therefore, be it ordained by the Board of County Commissioners of Orange County, North Carolina that:

Section 1. The property known as the Captain John S. Pope Farm, located in Cedar Grove Township, Orange County, North Carolina jurisdictional area, consisting of the entire 75.34 acre parcel more particularly described in Exhibit A, is hereby designated a historic landmark pursuant to Part 3C, Article 19, Chapter 160A of the General Statutes of North Carolina and the Orange County Historic Preservation Ordinance.

Section 2. The owner(s) and occupant(s) of the property known as Captain John S. Pope Farm be given notice of this ordinance as required by applicable law, and that copies of this ordinance be filed and indexed in the office of the County Clerk, Orange County Register of Deeds, Orange County Tax Supervisor and Orange County Department of Environment, Agriculture, Parks and Recreation, as required by the applicable law.

Section 3. In accordance with Part 3C, Article 19, Chapter 160A of the General Statutes of North Carolina and the Orange County Historic Preservation Ordinance, the exterior and site features of all historic landmarks are always under the purview of the Historic Preservation Commission's Certificate of Appropriateness provisions. For the Captain John S. Pope Farm, this will include the historic outbuildings listed as being "contributing" in the Landmark Designation report. The jurisdiction of the Historic Preservation Commission may also extend over interior spaces with the consent of the owner. The Historic Preservation Commission shall include in its jurisdiction for the Captain John S. Pope Farm the preservation of the following interior features of the farmhouse that it finds to be unique and important to the property, and to which the owner has agreed: the original hand-planed wall and ceiling sheathing boards; original mantels; the stair including handrail assembly, treads, risers and associated woodwork; and wood floors throughout. The HPC shall determine Certificates of Appropriateness for the Captain John S. Pope Farm based on approved design standards, with reference to the designation ordinance, the application materials and the designation report.

Section 4. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 5. Any part of this ordinance determined by a court of competent jurisdiction to be in violation of any law or constitutional provision shall be deemed severable and shall not affect the validity of the remainder.

Section 6. This ordinance shall become effective immediately upon its adoption.

NOW THEREFORE BE IT RESOLVED that the Orange County Board of Commissioners does hereby officially designate the Captain John S. Pope Farm as an Orange County Local Historic Landmark.

This the \_\_\_\_ day of April 2013.

\_\_\_\_\_  
Barry Jacobs, Chair  
Orange County Board of Commissioners

Attest

\_\_\_\_\_  
Donna Baker, Clerk to the Board

DRAFT

**EXHIBIT A**

The Captain John S. Pope Farm is located at 6909 Efland-Cedar Grove Road in Cedar Grove Township and is referenced in Orange County Land Records as Parcel Identification Number (PIN) 9859-01-9289, containing 75.34 acres more or less. The property is owned by Mr. Robert Pope, 608 Polk St., Raleigh, NC 27604

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** March 7, 2013

**Action Agenda  
Item No.** 6-b

**SUBJECT:** Draft Orange County Comprehensive Transportation Plan

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**DEPARTMENT:** Planning and Inspections

**PUBLIC HEARING:** (Y/N)

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**ATTACHMENT(S):**

1. January 24, 2013 BOCC Public Hearing Comments on Comprehensive Transportation Plan
2. OUTBoard Recommended Revisions
3. Excerpt from Draft February 20, 2013 OUTBoard Minutes

**INFORMATION CONTACT:**

Tom Altieri, 245-2579  
 Abigaile Pittman, 245-2567  
 Craig Benedict, 245-2592

**UNDER SEPARATE COVER**

4. *Draft CTP (113 pages)*
  5. *Adoption Sheet and Four Maps*
- 

**PURPOSE:** To receive the Orange Unified Transportation Board’s recommendation, close the public hearing, and make a decision on the draft Comprehensive Transportation Plan (CTP) for Orange County’s rural areas.

**BACKGROUND:** Orange County approved a resolution in June 2009 endorsing completion of a CTP for rural Orange County. The study is being completed through a coordinated effort among the Orange Unified Transportation Board (OUTBoard), Orange County planning staff, Triangle Area Rural Planning Organization (TARPO), Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), and the North Carolina Department of Transportation (NCDOT).

**WHAT IS THE CTP?:** The CTP consists of a technical report and four maps: 1) Highway; 2) Public Transportation; 3) Bicycle; and 4) Pedestrian. It is not fiscally constrained and incorporates local interests, community goals, and statewide needs in a common multi-modal plan. Much like the County’s Comprehensive Plan and Future Land Use Map, the CTP represents a long-range vision. Implementation will be incremental and funded through a variety of sources, a majority of which will need to be identified in the future based on the availability of State and Federal funding.

**WHAT AREA DOES THE CTP COVER?:** The draft Comprehensive Transportation Plan (CTP) covers the rural portions of the County, generally defined as the area outside of Carrboro, Chapel Hill, Hillsborough, and Mebane (See attached maps for specifics).

**PROCESS:** A Comprehensive Transportation Plan (CTP) Steering Committee, comprised of representatives of those groups, has coordinated to complete the draft. The following tasks have been completed:

- Held a public workshop to kick off the process (September 2009)
- Conducted an on-line public survey (October – November 2009); Collected current traffic data and projected future traffic (August 2010 – October 2010)
- Analyzed traffic growth rates to use in final data projections (November 2010)
- Prepared a highway deficiency analysis (November – December 2010)
- Held a public input meeting on the deficiency analysis (February 2011)
- Developed alternatives and draft recommendations for all modes (March-August 2011)
- Held public drop in session and collected County advisory board input (September 2011)
- Board of County Commissioners (BOCC) received draft CTP maps and provided input (October 2011)
- Project delayed to rectify boundaries between the Burlington-Graham and Durham-Chapel Hill-Carrboro Metropolitan Planning Organizations (January 2012 – November 2012).
- Orange County Planning staff reviewed a rough draft of the CTP report and provided comments to NCDOT Transportation Planning Branch staff (December 2012).
- NCDOT Transportation Planning Branch staff revised draft Plan for public hearing (January 2013).

January 24, 2012 BOCC Public Hearing – The Orange County BOCC held a public hearing on the draft CTP January 24<sup>th</sup>. Three individuals spoke at the hearing. Meeting notes, including staff commentary, are included in Attachment 1.

OUTBoard Recommendation – At its meeting on February 20, 2013, the OUTBoard unanimously recommended approval of the draft CTP to include the revisions as provided in Attachment 2. Draft Minutes of the meeting are provided as Attachment 3.

Adoption Process – The BOCC will be asked to consider adoption of the Plan in two parts:

**Part 1**, adoption of Sheets 1-5 (4 Maps), as provided in Attachment 5; and **Part 2**, adoption of the technical report (Attachment 4). *It should be noted that Sheets 1-5 (Attachment 5) can also be found within the technical report (Attachment 4), albeit at a smaller, 8.5 x 11 page size.*

Following is the anticipated schedule and sequence of events:

1. **BOCC consideration of Part 1 (this meeting);**
2. TARPO endorsement of Part 1 (Spring 2013);
3. NCDOT Transportation Planning Branch staff recommendation of Part 1 to NCDOT Board of Transportation (Spring 2013);
4. NCDOT Board of Transportation adopts only Part 1 (Spring 2013);
5. NCDOT Transportation Planning Branch distributes the technical report for external review by other staff within NCDOT (local contacts and modal contacts), a designated member of NCDOT Board of Transportation, TARPO, and Orange County (any comments collected are to be forwarded to the BOCC);
6. NCDOT Transportation Planning Branch staff finalizes the report and distributes the final document including previously adopted Map Sheets; and

## 7. BOCC consideration of Part 2 (May-June 2013).

**ADDITIONAL INFORMATION:** Additional information about the CTP can be found online at: <http://www.ncdot.org/~tpb/planning/orangecounty.html>

**FINANCIAL IMPACT:** Other than the cost of legal advertisement and staff time, there is no financial impact associated with receiving and considering the OUTBoard's recommendation on draft CTP. This work is being completed by existing Planning staff in the Department's Comprehensive Planning Division with assistance from the NCDOT Transportation Planning Branch. Although the Comprehensive Planning Division, which includes the County's primary Transportation Planner, has undergone some turnover, re-hiring is in process.

**RECOMMENDATION(S):** The Manager recommends the Board:

1. Receive the Orange Unified Transportation Board's recommendation of approval;
2. Close the public hearing;
3. Adopt Part 1 (Attachment 5) of the Comprehensive Transportation Plan to include map revisions recommended by the OUTBoard (Attachment 2); and
4. Provide any additional comments the Board may have on the CTP technical report (Attachment 4).

Attachment 1  
01-24-2013 BOCC Public Hearing Comments on  
 the Draft Comprehensive Transportation Plan (CTP)

Public Comments:

Mr. Ed Flowers, Hillsborough spoke. He had special interests with regard to bus/transit services for the aging, and especially increasing these services for rural senior citizens, and having more buses with better communication systems.

Mr. Alex Castro, Bingham Township spoke. Alex is also on the Advisory Board on Aging and the OUTBoard, but stressed that he was speaking tonight strictly as a private citizen. He said that there is a problem of governance and coordination with all the transportation plans and issues and there needs to be some consolidation. He also said that seniors fall through the cracks; they have disabilities, etc. and there are few bus services, and these are fragmented and disjointed.

Ms. Bonnie Hauser spoke. She asked if it would be possible to combine cycling lanes/trails with the Mountains-to-Sea Trail through Bingham Township. The BOCC didn't offer a response at this time.

*Planning Staff Comment: The Pedestrian Map component of the CTP reflects a concept and desire to connect rural community nodes, public facilities and other destinations via off-road trails. Exactly how this is to be accomplished, funding sources and precise locations of trails are not known at this time. In April 2010, the Orange County BOCC adopted a Resolution Supporting the Mountains-to-Sea Trail Through Orange County as reflected on the CTP Pedestrian Map. Implementation of the Trail remains a work in progress across the state and in Orange County. Presently, a series of connectors on bicycle routes and back roads knit together finished sections of the Trail to span the state. The use of NCDOT Right-of-Way for these purposes is informal and done only as an interim solution to complete the Trail. It is staff's understanding that NCDOT does not allow the construction of formal walking trails and advertising of trails located within its Right-of-Way. The County's Department of Environment, Agriculture, Parks and Recreation, through its Lands Legacy program, is working together with the State (NCDENR) and non-governmental agencies to secure trail corridors for the NC Mountains-to-Sea Trail.*

For more information on the Mountains to Sea Trail visit: <http://www.ncmst.org>

Commissioner Comments:

Commissioner Gordon asked a question about the initials "MAJ" that is used on page 101 of the agenda packet. Do we need a key? What does this mean? Sarah Lee, Transportation Engineer, NCDOT Transportation Planning Branch, referred to page 100 and communicated that MAJ refers to "Other Major Thoroughfare".

Commissioner Gordon asked Sarah Lee about what kind of comments DOT was looking for from the BOCC. Is the BOCC trying to figure out if the CTP recommendations are correct? Sarah Lee replied that DOT is looking for approval on the recommendations (adoption sheet and four maps) when the CTP comes back to them in March.

*Planning Staff Comment: Specifically, NCDOT is seeking any final changes to the CTP Maps (Attachment 5) that the BOCC might determine necessary prior to its adoption of the Maps. Comments on the technical report (Attachment 4) are welcome, the County's OUTBoard is*

*offering some, and NCDOT will consider any that are received as it prepares the final technical report.*

Commissioner Dorosin asked about how coordination worked with the MPO CTPs, transit plan, etc. Replies came from staff as well as a few other commissioners. Vice-Chair McKee explained that the various plans have different controlling organizations and different funding sources.

There were various questions about project funding sources from various commissioners. Commissioner Gordon and Commissioner Pelissier both asked about the park-and-ride lots depicted on the CTP Transit Map - is there consistency with the Transit Plan and coordination of funding? They asked if the park-and-ride lots would be funded by DOT or through the Transit Plan. Tom Altieri, Orange County Comprehensive Planning Supervisor, responded, reiterating that the CTP is not fiscally constrained and the funding for projects in the plan is not known at this time. Commissioner McKee stated that funding decisions through the TARPO TAC has been very fair, and added that Orange County doesn't have a lot of control over this DOT CTP. Chair Jacobs stressed that the CTP is not fiscally constrained.

Chair Jacobs made a brief statement about the Orange County vs the DOT position on the NC 86 Strategic Highway Corridor. He stated that Orange County has long been opposed to widening NC 86 from the Caswell County line to where it comes into Hillsborough, and this CTP (Highway Map project) is NCDOT's way to make it a major Boulevard. This will create a huge bottleneck where NC 86 comes into Hillsborough and this hasn't really been addressed in the CTP or by anyone, and now we're going to try to run transit through the same bottleneck.

Vice-Chair McKee moved the Manager's recommendations to refer the matter to the OUTBoard and adjourn the public hearing until March 7, 2013 in order to receive and accept the OUTBoard's recommendation. Commissioner Price seconded the motion and it was approved unanimously.

Attachment 2  
**OUTBoard Recommended Revisions**

A. CTP Map Recommendations

1. Highway Map

- a. The dashed line legends for Minor Thoroughfares are very difficult to read on the map. It is suggested that the dashed lines for 'Needs Improvement' and 'Recommended' be made a bolder color that would be more visible.
- b. Extend the Minor Thoroughfare 'Needs Improvement' line on Efland-Cedar Grove Road north from Carr Store Road to the northern property line of the U.S. Post Office.

*Staff Note: This minor extension of the project to include the U.S. Post Office is recommended because the Post Office is one of the larger trip generators in the area (1300 AADT, 2011 per NCDOT), and the frontage has wide open access and needs improvements that enhance safety.*

2. Public Transportation and Rail Map – No change recommended.

3. Bicycle Map - No change recommended unless it is determined by the BOCC that an off-road bicycle path would be a desirable option for Old NC 86 between Arthur Minnis Road and Ode Turner Road. Such a change would need to be coordinated with the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Organization (MPO).

*Background:* The section of Old NC 86 between Arthur Minnis Road and Ode Turner Road is on the boundary between the jurisdictions of the Triangle Area Rural Planning Organization (TARPO) and the DCHC MPO. Although not as far along in the planning process, the MPO is also working on a draft CTP, which presently includes the widening of Old NC 86 from a 22-foot to a 24-foot cross section, with 4-foot wide shoulders, as part of its bicycle plan. This would not be consistent with Orange County's Bicycle Map, which shows no improvements to this section of Old NC 86 as currently proposed in the draft CTP.

*OUTBoard Discussion:* The OUTBoard commented that this section of Old NC 86 is not suitable for bike paths because the road is hilly, curvy and very dangerous for bicyclists. Bicyclists avoid Old NC 86 for this reason. It wouldn't make sense to invest in any widening for the purpose of bike paths unless the route can be straightened and the elevation issues addressed. If bike paths are desired on Old NC 86 then they should be off-road to ensure safety and usage. Or alternatively, the much safer new NC 86 should be solely used for a commuter bike path. Coordination will be needed with the DCHC MPO to establish consistency.

*OUTBoard Options for BOCC Consideration:*

**Option 1** – Make no change to the Bicycle Map, which shows no improvements to the aforementioned section of Old NC 86, and request for consistency that no improvements are reflected in the draft CTP bicycle plan for the DCHC MPO.

OR

**Option 2** - Add an off-road bicycle path to the Bicycle Map along the aforementioned section of Old NC 86 and request for consistency that the draft CTP for the DCHC MPO reflect the same.

*Planning Staff Recommendation:* Planning Staff recommends Option 1. The concept of off-road bicycle paths for the purpose of improving commuter safety has not been thoroughly explored. The idea was mentioned and presented by the OUTBoard as a potential alternative to address the danger associated with cycling on Old NC 86. Presently, bicycling in the County is primarily for recreational purposes and staff would need a better understanding of the demand for commuter routes before making a recommendation to pursue off-road bicycle paths for this purpose. Discussions would need to be held with the staffs of other local governments in the County and the MPO to determine the demand for commuter cycling opportunities between jurisdictions and if and how to proceed with a coordinated effort.

4. Pedestrian Map – Rural Community Nodes are not labeled correctly and should be revised as follows:
  - Revise Cane Creek/Bingham label to **White Cross**
  - Revise Upper Eno/Cedar Grove label (western one on map) to **Carr**
  - Revise Upper Eno/Cedar Grove label (eastern one on map) to **Cedar Grove**
  - Revise Little River label (northern one on map) to **Caldwell**
  - Revise Little River label (southern one on map) to **Schley**
5. General Comment – Clearly label the MPO boundaries on all maps. The lack of labeling causes confusion.

-----END OF MAP REVISIONS-----

## B. CTP Report Recommendations

1. Page I-15 Bicycles and Pedestrians
  - a. Delete: ~~Orange County also has a pedestrian plan in progress that was utilized in the development of the pedestrian element of the CTP. and~~  
 Add: **The Pedestrian Map depicts approximate locations of recommended off-road trails that follow historic road corridors and link rural community nodes, public facilities and destinations. The trail locations are consistent with a draft Rural Pedestrian Connectivity Plan for Orange County that was developed by a Steering Committee subcommittee for the Comprehensive Transportation Plan.**
2. Page II-3 – II-5 Highway Problem Statements (Project Descriptions) - Revise project descriptions to include shoulder widths and paving details.
3. Page II-5 Highway Problem Statements / Minor Improvements
  - a. Revise project description for (North) Efland-Cedar Grove Road (SR 1004), SPOT ID #559 to add underlined text as follows: Efland-Cedar Grove Road (SR 1004) from Highland Farm Road (SR 1332) to **the northern property line**



- of the US Post Office north of** Carr Store Road (SR 1004/SR 1342) is currently a 2-lane, 20-foot cross section.
- b. Add a statement at the end of the Old NC 86 description expressing that widening should be done only if needed to improve vehicular safety and not to accommodate or encourage bicycling along this route. This section of Old NC 86 is not suitable for bike paths because the road is hilly, curvy and very dangerous for bicyclists and would remain so even with wider shoulders. Bicyclists avoid Old NC 86 for this reason. It wouldn't make sense to invest in any widening for bike paths unless the route can be straightened and the elevation issues addressed.
4. Page II-6 Public Transportation & Rail Problem Statements (Project Descriptions) – Add a statement to the rail discussion stating that the development of commuter rail lines in the MPO areas will have a traffic impact on surrounding 'feeder' routes that may need to be addressed.

Attachment 3  
DRAFT

MINUTES EXCERPT  
ORANGE UNIFIED TRANSPORTATION BOARD  
FEBRUARY 20, 2013

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**MEMBERS PRESENT:** Paul Guthrie, Chapel Hill Township; Jeff Charles, Bicycle Advocate; Alex Castro, Bingham Township; Sam Lasris, Cedar Grove Township; Ted Triebel, Little River Township; Jeff Miles, Pedestrian Access & Safety Advocate; Annette Jurgelski, Eno Township; Alan Campbell, Planning Board Representative; Amy Cole, Transit Advocate

**MEMBERS ABSENT:** Susie Enoch, Cheeks Township; Bryant Warren, Hillsborough Township; Economic Development Commission - Vacant; CfE Representative-Vacant;

**STAFF PRESENT:** Abigaile Pittman, Transportation/Land Use Planner; Tom Altieri, Comprehensive Planning Supervisor; Tina Love, Administrative Assistant II

**OTHERS PRESENT:** Matthew Day, Senior Planner, TARPO; and Scott Walston, PE, NCDOT Transportation Planning Branch

**AGENDA ITEM V:**

**REGULAR AGENDA**

January 24, 2013 Public hearing Draft of Comprehensive Transportation Plan (CTP) <http://www.ncdot.gov/doh/preconstruct/tpb/planning/orangecounty.html>

- Copy of Draft CTP sent to OUTBoard on 02/06/2013 (please bring this copy to the OUTBoard meeting on 02/20/2013)
- Abstract providing history, background, and intro to CTP
- Highway Map and Projects ([Attachment 1](#))
- Public Transportation and Rail Map and Projects ([Attachment 2](#))
- Bicycle Map and Projects ([Attachment 3](#))
- Pedestrian Map and Projects ([Attachment 4](#))
- Draft CTP Adoption Map ([Attachment 5](#))
- OUTBoard and Staff Draft CTP Comments ([Attachment 6](#))
- BOCC CTP Public Hearing Comments ([Attachment 7](#))

ADDITIONAL ATTACHMENTS FOR REFERENCE:

- Composite Countywide Bicycle Map (Prepared by Planning Staff) ([Attachment 8](#))
- Proposed Orange County Rural Connectivity Pedestrian Plan (Prepared by CTP Steering Committee Subcommittee) ([Attachment 9](#))

**OUTBoard Action:** To make a recommendation to the Board of County Commissioners for consideration at its March 7, 2013 meeting

Paul Guthrie noted that the Comprehensive Transportation Plan (CTP) is winding its way through the process and the OUTBoard needs to finish its review of the plan and send comments to the BOCC. He noted that at the BOCC retreat it was indicated that they are quite interested in the OUTBoard comments.

Abigaile Pittman reviewed CTP background and maps.

Ted Triebel asked how the plans move from being essentially a vision without budget and priorities, as it is not fiscally constrained, to eventually being prioritized and budgeted.

## DRAFT

51 Matthew Day, TARPO explained that essentially the RPO submits a list of projects to NCDOT that it would like to see  
52 funded. Those projects are pulled from the CTP. Then there is a very elaborate scoring process and the RPO gets  
53 to assign some points, DOT gets to assign some points, and then how a project scores goes into the decision on  
54 what gets funded.

55  
56 Scott Walston, NCDOT explained the difference between the RPO and MPO transportation project planning steps,  
57 illustrating with a drawing on the white board for the group.

58  
59 Paul Guthrie noted that it is important to know what is coming into the area from other surrounding RPO and MPO  
60 jurisdictions and not knowing what is happening in other places is a limitation. He noted that everyone is at a  
61 different stage and/or uses a different format so coordination is difficult, but the planning itself is simpler than what  
62 many other more urban jurisdictions are dealing with. He noted that several of the Commissioners sit on boards of  
63 other planning jurisdictions and that becomes significant as they need some background from the OUTBoard.

64  
65 Paul Guthrie commented that he thinks the projections for the rural numbers for the Durham – Chapel Hill population  
66 is under estimated. He thinks NC 54 will need more improvements all the way to Orange Grove Road than what the  
67 CTP calls for.

68  
69 Scott Walston, NCDOT noted that this plan gets adjusted along the way to account for changes in information.

70  
71 Alex Castro noted that there are very few commuter corridors into Chapel Hill and UNC like NC 54. When you  
72 assess the population using NC 54 to commute, it does not all originate within Orange County, but a large  
73 percentage is from people coming through from outside the County and using it a link to get to their jobs. He is  
74 concerned with how few commuter links there are. He observed that Chapel Hill is difficult to get to and asked how  
75 to factor the commuting pattern into the calculations of traffic growth on NC 54.

76  
77 Scott Walston, NCDOT advised that two things were looked at, past traffic trends and also the Triangle Regional  
78 Model, which is a travel demand model that replicates the travel patterns that both DCHC and CAMPO use to predict  
79 their traffic patterns.

80  
81 Matthew Day, TARPO added that Alamance County has no plans to extend their 4 lanes of NC 54 farther down than  
82 it is now.

83  
84 Jeff Charles added that at the bicycle committee meeting in Chapel Hill it was reported there were 51,000 jobs in  
85 Chapel Hill, noting that this puts some perspective on how many people are coming into Chapel Hill for work.

86  
87 *Highway Map Comments:*

88 Jeff Charles commented on the improvements regarding making improvements to Old NC 86 that include four-foot  
89 wide shoulders for use by bicyclists. He stated that Old NC 86 will never make a good commuter bike route because  
90 of the line of sight deficiency. He noted that no one is going to ride on a road that is as dangerous as Old NC 86 is to  
91 bicyclists. The only way it would work is if you straighten it and make elevation changes which is unlikely due to the  
92 investment it would require. Additionally, Jeff commented that improvement for cars would be favorable but no  
93 monies should be spent on it to install 4 foot shoulders to accommodate bicyclists. Cars travel too fast and it makes  
94 no sense to invest money there and it is not a necessary connector. There are other roads for recreation and  
95 commuter cyclists in that area, such as new 86. The exception to that is the one project that is a pet project of the  
96 cycling community which is Calvander, the one section of Old NC 86 between Carrboro and the  
97 Homestead/Dairyland intersection. Jeff noted the natural place to stop improvement on the Highway Map in regard  
98 to accommodating bicycles/pedestrians is at the Dairyland/Homestead intersection.

99

## DRAFT

100 Sam Lasris commented that there may be a need to have some traffic calming measures, i.e. flashing lights, posted  
101 speed limits on the improvements suggested on Efland-Cedar Grove Rd in addition to extending the project to the  
102 Post Office.

103  
104 Scott Walston, NCDOT advised that traffic calming measures was something that needs to be discussed with the  
105 Division 7 office.

106  
107 Paul Guthrie commented that what goes on regarding the Rail map will increase traffic in the rural areas at certain  
108 times of the day. You could have feeder transportation needs to those stations that may be along the rail line. Paul  
109 suggested there should be some sort of footnote in the comments. He noted that while there is no public  
110 transportation rail in Orange County's territory, there will be.

111  
112 *Public Transportation and Rail Map Comments:*

113  
114 Paul Guthrie referred back to his previous comment on the Highway Map regarding the need of a footnote.

115  
116 *Bicycle Map Comments:*

117  
118 Jeff Charles noted he thinks the Bicycle Map is really quite good. He referred back to his comment on the Highway  
119 Map about the widening project on Old NC 86 that proposes four-foot shoulders for bicyclists. He noted that in  
120 actuality the Bicycle map shows that there is no recommendation for a bike route improvement in our plan but if you  
121 go the Composite Map (prepared by the Planning Staff), Durham/Chapel Hill has the route on either side of it and  
122 then DOT comes in and says now we are going to link it. Then it becomes part of the CTP and it is wrong thinking  
123 and needs to be pointed out the County Commissioners because they must have some input on the DCHC part of  
124 these recommendations. The Commissioners need to recognize that this project would be spending a lot of money  
125 for bicycles on Old NC 86 while also spending money on the DCHC plan on NC 86. It is basically from Eubanks  
126 Road to Hillsborough where they are going to put four-foot bike lanes on 86. Jeff added that he questions it but at  
127 least on new NC 86 you have line of sight and 86 is the way to commute from Hillsborough as opposed to Old NC 86  
128 which is too dangerous.

129  
130 Amy Cole noted that while she understands Jeff's comments on Old NC 86 between Arthur Minus and Davis, and  
131 stated that she clearly sees the safety issue. But she is looking at it from a connectivity point of view and leaving that  
132 out bothers her but the safety of having a four-foot shoulder makes no sense. Would it be possible to have the CTP  
133 designate this bike path as an off-road facility?

134  
135 Jeff Charles responded that it would require doing all of Old NC 86 and not just the rural section. He questions the  
136 financial input of that versus just going to new NC 86 and going up that way. Jeff noted he could see that it would  
137 benefit pedestrians.

138  
139 Paul Guthrie commented again on the problems of assessing projects without full information on connectivity with  
140 other jurisdictions. For example, referencing that on the little segment of Jones Ferry Road which is marked up, he  
141 understands what it connects to because of what is down in Chatham County, but to someone in Orange County  
142 looking at this map, without reference to Chatham County's map, may not have any idea why that piece is there.

143  
144 Abigail Pittman asked for a summary of the Board's final comment on the Old NC 86 project. It was summarized  
145 that the investment in the wide shoulders should be dropped unless needed for vehicle safety, that the commuting  
146 bike route would be best on new NC 86, and that the only way that a bike route should be included along Old NC 86  
147 was if it was an off-road facility.

148  
149 *Pedestrian Map Comments:*

## DRAFT

150 Sam Lasris commented that he would like to see better identification of the MPO boundary lines and road names on  
151 the map. He said that he kept getting confused on what was a boundary line and what was a proposed pedestrian  
152 trail. Multiple other members of the OUTBoard agreed, saying that the boundary lines should be labeled on all of the  
153 CTP maps.

154

155 **Motion** by Alex Castro that the OUTBoard recommend the comments discussed in the presentation and the  
156 additional comments discussed here tonight. Seconded by Jeff Charles

157 **Vote:** Unanimous



**DRAFT**

# Comprehensive Transportation Plan



**Orange County**

**Month, 2012**



# Comprehensive Transportation Plan

## Orange County

**Prepared by:** Sarah Lee, EI, Project Engineer  
Scott Walston, PE, Triangle Planning Group Supervisor  
Transportation Planning Branch  
N.C. Department of Transportation

**In Cooperation with:** Orange County  
Triangle Area Rural Planning Organization  
Durham-Chapel Hill-Carrboro Metropolitan Planning  
Organization  
Burlington Graham Metropolitan Planning Organization

**Month, 2012**

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Scott Walston, PE  
Triangle Planning Group Supervisor



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## Executive Summary

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In March of 2009, the Transportation Planning Branch of the North Carolina Department of Transportation and Orange County initiated a study to cooperatively develop the Orange County Comprehensive Transportation Plan (CTP), which includes only the rural areas of the county (no municipalities) not included in an MPO. The planning area is the Triangle Area Rural Planning Organization (TARPO) area of Orange County, outside the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the Burlington Graham Metropolitan Planning Organization (BGMPO). This is a long range multi-modal transportation plan that covers transportation needs through the year 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 for the CTP maps, which were mutually endorsed/adopted in **YEAR**. Implementation of the plan is the responsibility of Orange County and NCDOT. Refer to Chapter 2 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Orange County CTP. More detailed information can be found in Chapter 2.

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DRAFT

Caswell County

Person County

Durham County

Alamance County

Chatham County

**Adopted by:**

**Orange County  
Date:**

**NCDOT  
Date:**

**Endorsed by:**

**Triangle Area RPO  
Date:**

Burlington-Graham  
Metropolitan  
Planning Organization

**Recommended by:**

**Transportation Planning Branch  
Date:**

**NOTES:**

Durham-Chapel Hill-  
Carrboro Metropolitan  
Planning Organization

- Sheet 1 Adoption Sheet
- Sheet 2 Highway Map
- Sheet 3 Public Transportation and Rail Map
- Sheet 4 Bicycle Map
- Sheet 5 Pedestrian Map

-  Airports
-  Schools
-  Roads
-  Rivers and Streams
-  Water Bodies
-  Parks and Gamelands
-  County Boundaries
-  MPO Boundaries



Figure 1  
Sheet 1 of 5

Base map date: April, 2009

Refer to CTP document for more details



**DRAFT**

**Orange County**

North Carolina

**Comprehensive  
Transportation Plan**

Plan date: December 11, 2012

Back of Figure

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Back of Figure

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Alamance County

Durham County

Chatham County

Burlington-Graham Metropolitan Planning Organization

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

<b>Bus Routes</b>	<b>Rail Corridor</b>	<b>Intermodal Connector</b>
Existing	Active	Existing
Needs Improvement	Inactive	Recommended
Recommended	Recommended	
<b>Fixed Guideway</b>	<b>High Speed Rail Corridor</b>	<b>Rail Stops</b>
Existing	Existing	Existing
Needs Improvement	Recommended	Recommended
Recommended		
<b>Operational Strategies</b>	<b>Park and Ride Lot</b>	
Existing	Existing	
Needs Improvement	Recommended	
Recommended		



Figure 1  
Sheet 3 of 5

Base map date: April, 2009

Refer to CTP document for more details

### Public Transportation and Rail Map



**DRAFT**

## Orange County Comprehensive Transportation Plan

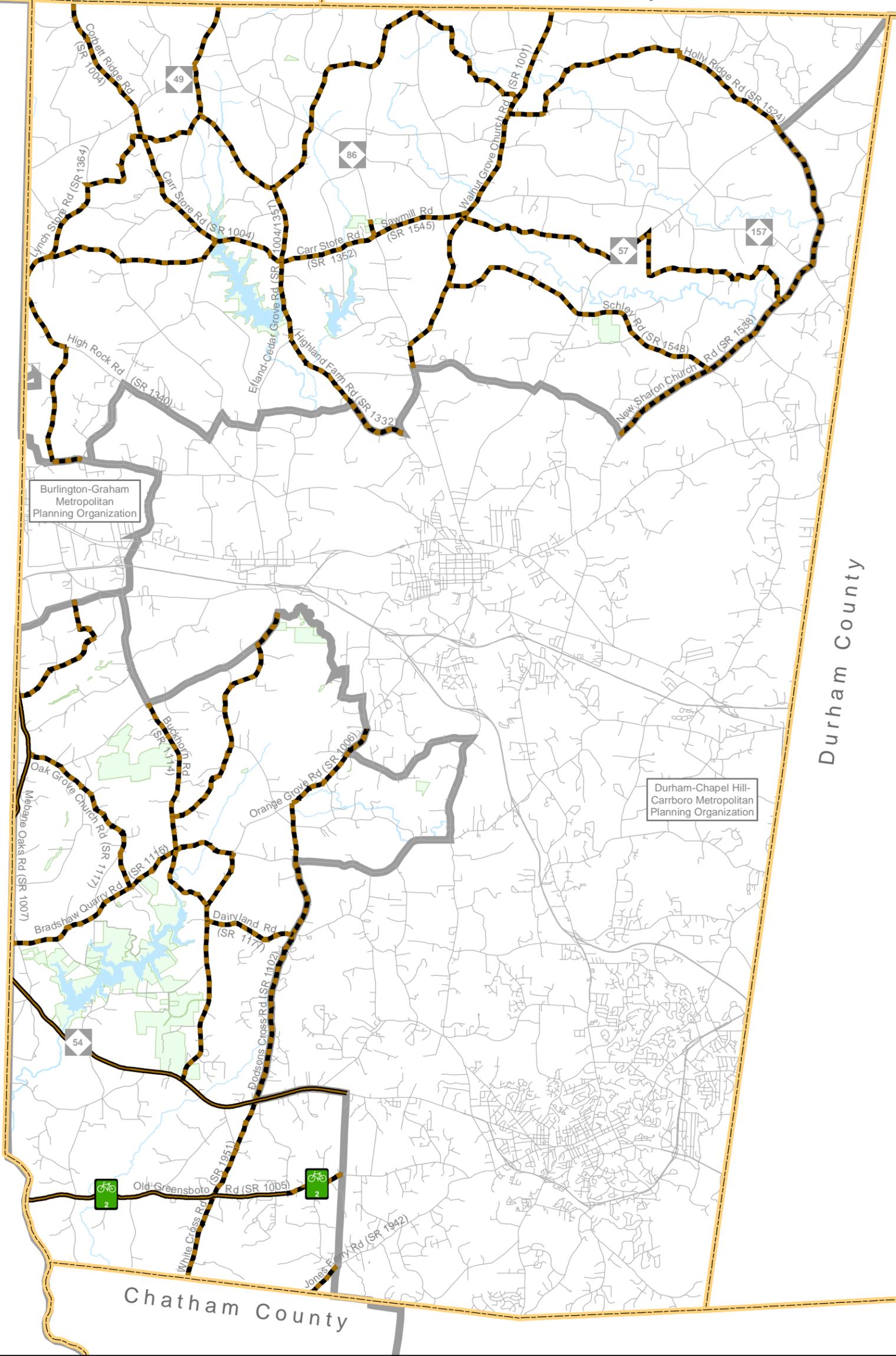
Plan date: December 11, 2012

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Alamance County

Durham County



- |                   |                           |
|-------------------|---------------------------|
| <b>On-road</b>    | <b>Multi-Use Paths</b>    |
| Existing          | Existing                  |
| Needs Improvement | Needs Improvement         |
| Recommended       | Recommended               |
| <b>Off-road</b>   | Existing Grade Separation |
| Existing          | Proposed Grade Separation |
| Needs Improvement | North Carolina Bike Route |
| Recommended       |                           |



Figure 1  
Sheet 4 of 5

Base map date: April, 2009

Refer to CTP document for more details

**Bicycle Map**



**DRAFT**

**Orange County  
Comprehensive  
Transportation Plan**

Plan date: December 11, 2012

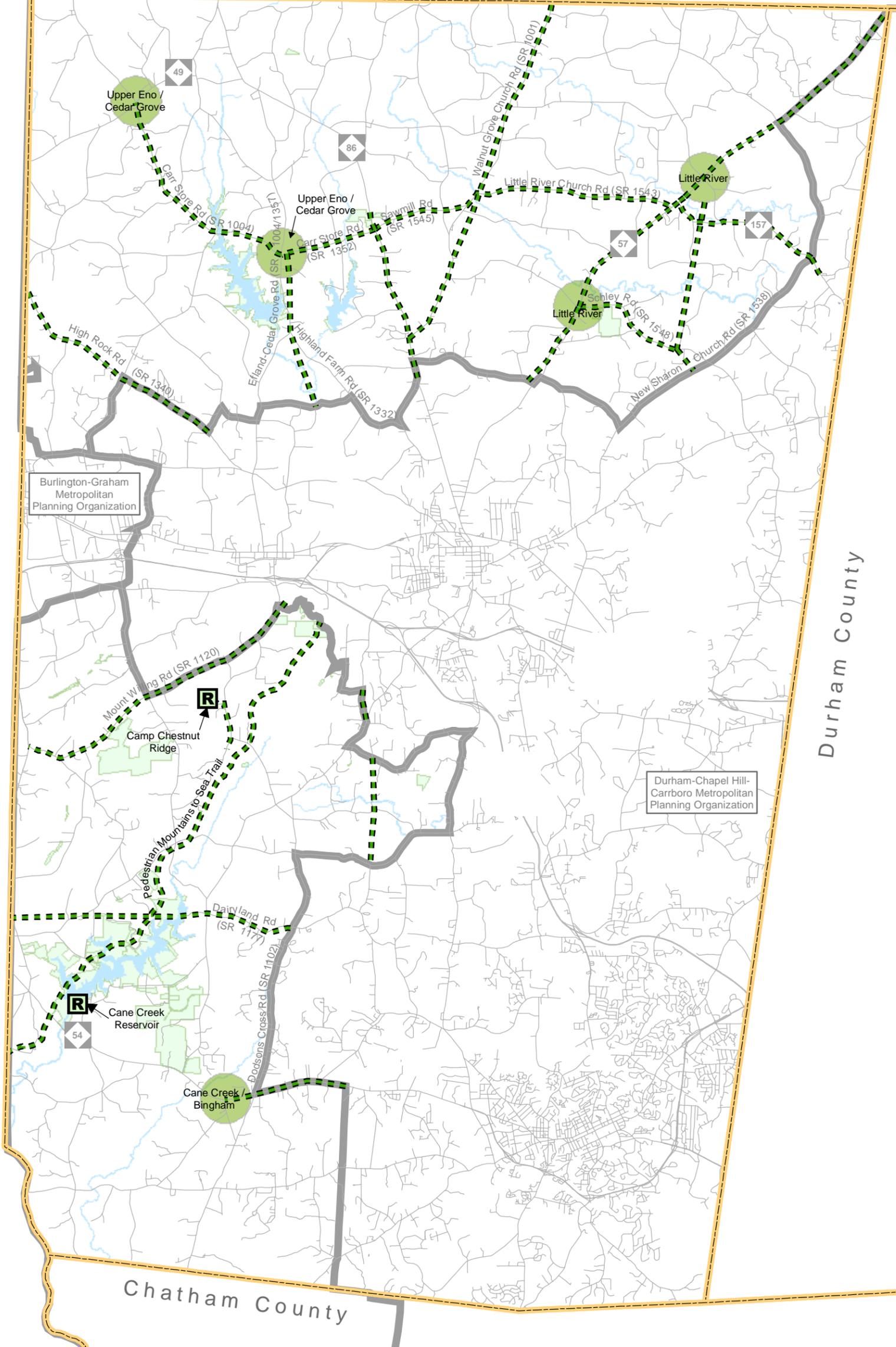
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Alamance County

Durham County

Chatham County



Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-Road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Rural Communities

Local Recreation Sites



Figure 1  
Sheet 5 of 5

Base map date: April, 2009

Refer to CTP document for more details

Pedestrian Map



**DRAFT**

**Orange County  
Comprehensive  
Transportation Plan**

Plan date: December 11, 2012

Back of Figure

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# **I. Analysis of the Existing and Future Transportation System**

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A Comprehensive Transportation Plan (CTP) is developed to ensure that the progressively developed transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. This document should be utilized by the local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources.

In order to develop a CTP, the following are considered:

- Analysis of the transportation system, including any local and statewide initiatives;
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses;
- Public input, including community vision and goals and objectives.

## ***Analysis Methodology and Data Requirements***

Reliable forecasts of future travel patterns must be estimated in order to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns.

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

## ***Roadway System Analysis***

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel desires. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies such as pavement widths, intersection geometry, and intersection controls; or system problems, such as the need to construct missing travel links, bypass routes, loop facilities, additional radial routes or infrastructure improvements to meet statewide initiatives.

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan adopted by the Board of Transportation on September 2, 2004 and last revised on July

10, 2008. The SHC Vision Plan represents a timely initiative to protect and maximize the mobility and connectivity on a core set of highway corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

The primary purpose of the SHC Vision Plan is to provide a network of high-speed, safe, reliable highways throughout North Carolina. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor – specifically towards the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each corridor. Individual Comprehensive Transportation Plans shall incorporate the long-term vision of each corridor. Refer to Appendix A for contact information.

In the development of this plan, travel demand was projected from 2007 to 2035 by two methods. The first method was a trendline analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2007. AADT data from 2008 and 2009 was available, but due to high gasoline prices and less travel during these years, the data did not match past growth trends. In order to avoid underestimating future travel demand in 2035, data from 2007 was used for projections instead.

In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The second projection method used the Triangle Regional Model ("TRM V4-2008," Official Adopted Triangle Regional Model) as a comparison to the growth patterns of the trendline analysis. The Triangle Regional Model (TRM) is a tool that was developed for understanding how future growth in the region impacts transportation facilities and services. The TRM can help identify the location and scale of future transportation problems, and proposed solutions to those problems can be tested using the TRM. The projections of the TRM utilized for this comparison were found to be consistent with the trendline AADT data projections.

The above two methods were used to establish growth rates for studied roadways, ranging between 1.0% and 3.0%. The final growth rates were used to project 2007 AADT data to the 2035 horizon year, and this data was endorsed by the Orange County Board of Commissioners on May 17, 2011. Refer to Figure 2 for the Growth Rate Map.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. The planning area contained no capacity deficiencies in the existing conditions. Refer to Figure 3 for future capacity deficiencies.

Capacity is the maximum number of vehicles which have a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including the following:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;
- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the NCLOS program. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

#### Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. A crash analysis was performed for the Orange County CTP for crashes occurring in the planning area between January 1, 2007 and December 31, 2009. During this period, a total of 2 intersections were identified as having a high number of crashes as illustrated in Figure 4. Refer to Appendix F for a detailed crash analysis.

#### Bridge Deficiency Assessment

Bridges are a vital and unique element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of

community welfare. Finally, and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

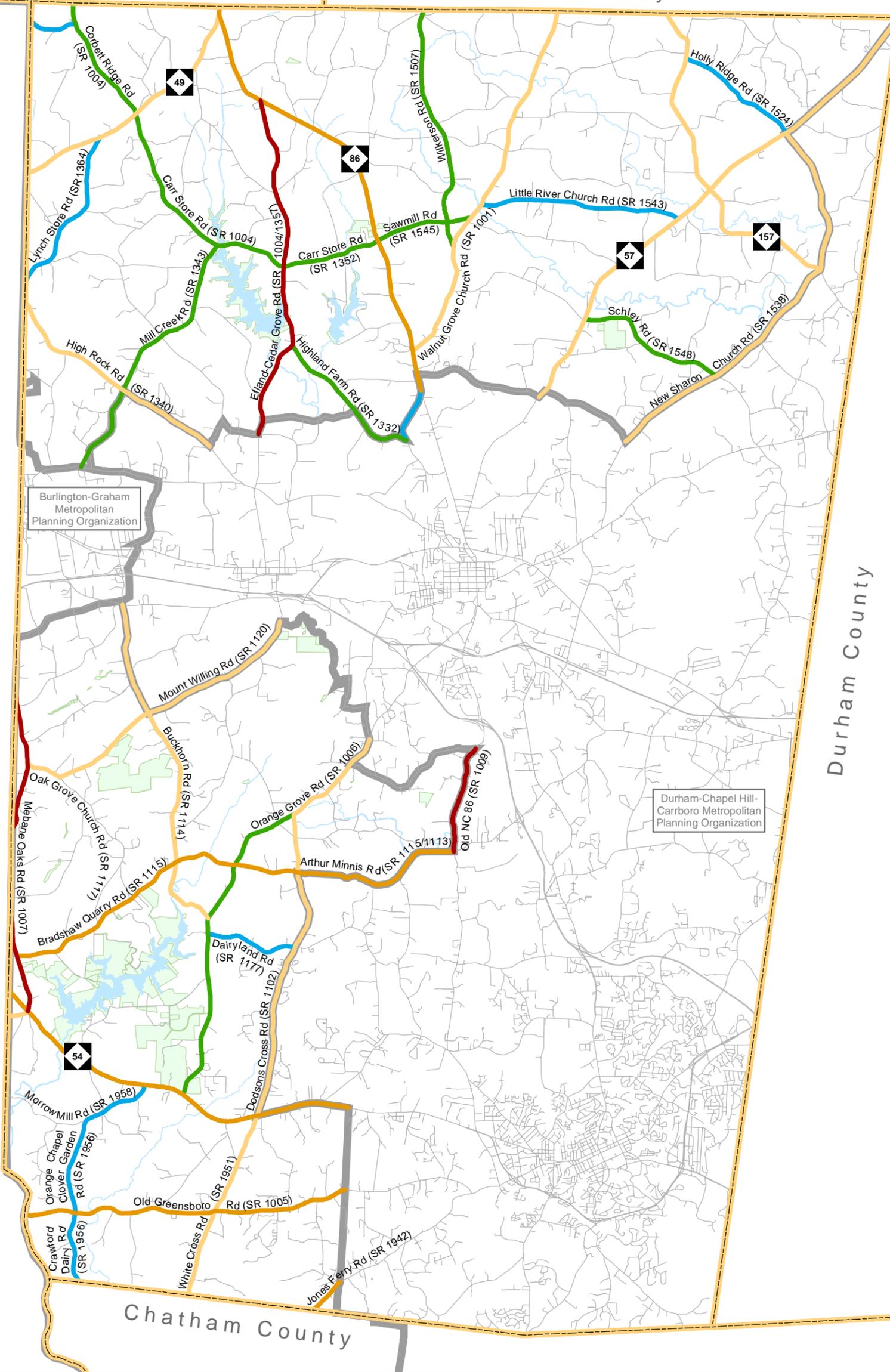
The NCDOT Structures Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as Federal and State funds become available. Six (6) deficient bridges were identified within the planning area and are illustrated in Figure 5. Refer to Appendix G for more detailed information.

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Alamance County

Durham County

Chatham County



**Growth Rate (%)**

- 1.0
- 1.5
- 2.0
- 2.5
- 3.0



Figure 2

Base map date: April, 2009

Refer to CTP document for more details

**Growth Rates Map**



**Orange County  
Comprehensive  
Transportation Plan**

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Alamance County

Durham County

Chatham County

**Roadway Deficiency (Volume/Capacity Ratio)**

- Under Capacity (0 - 0.7)
- Near Capacity (0.8 - 0.9)
- Over Capacity (1.0+)



Figure 3

Base map date: April, 2009

Refer to CTP document for more details

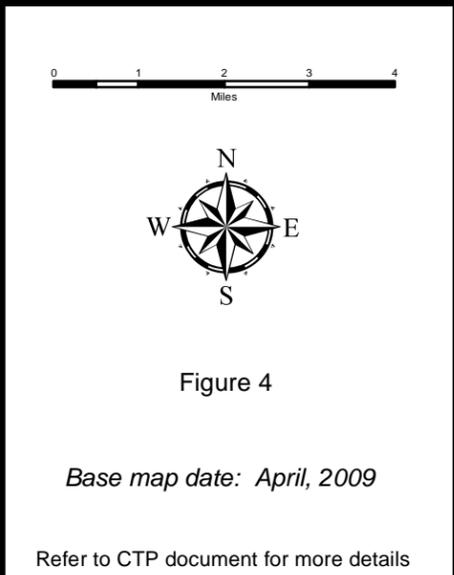
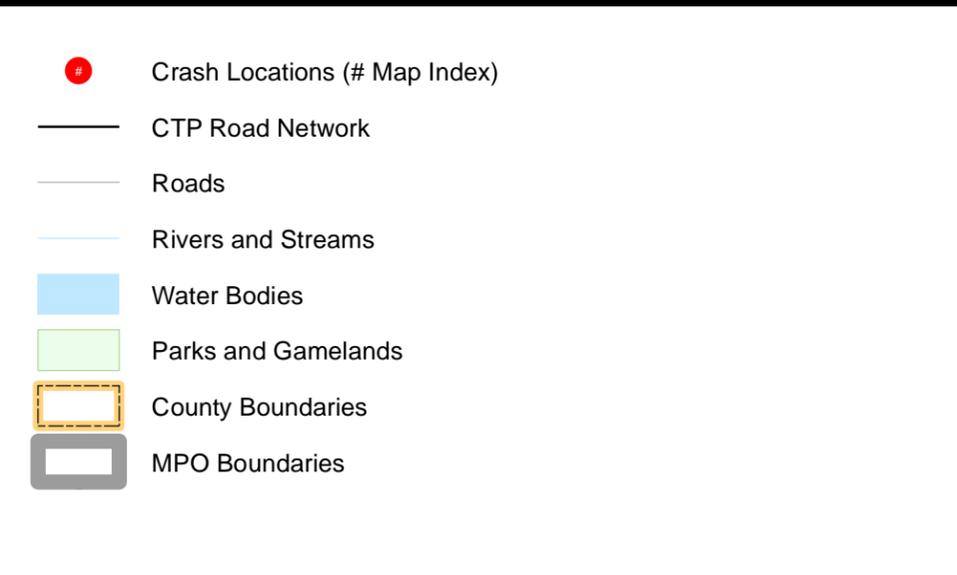
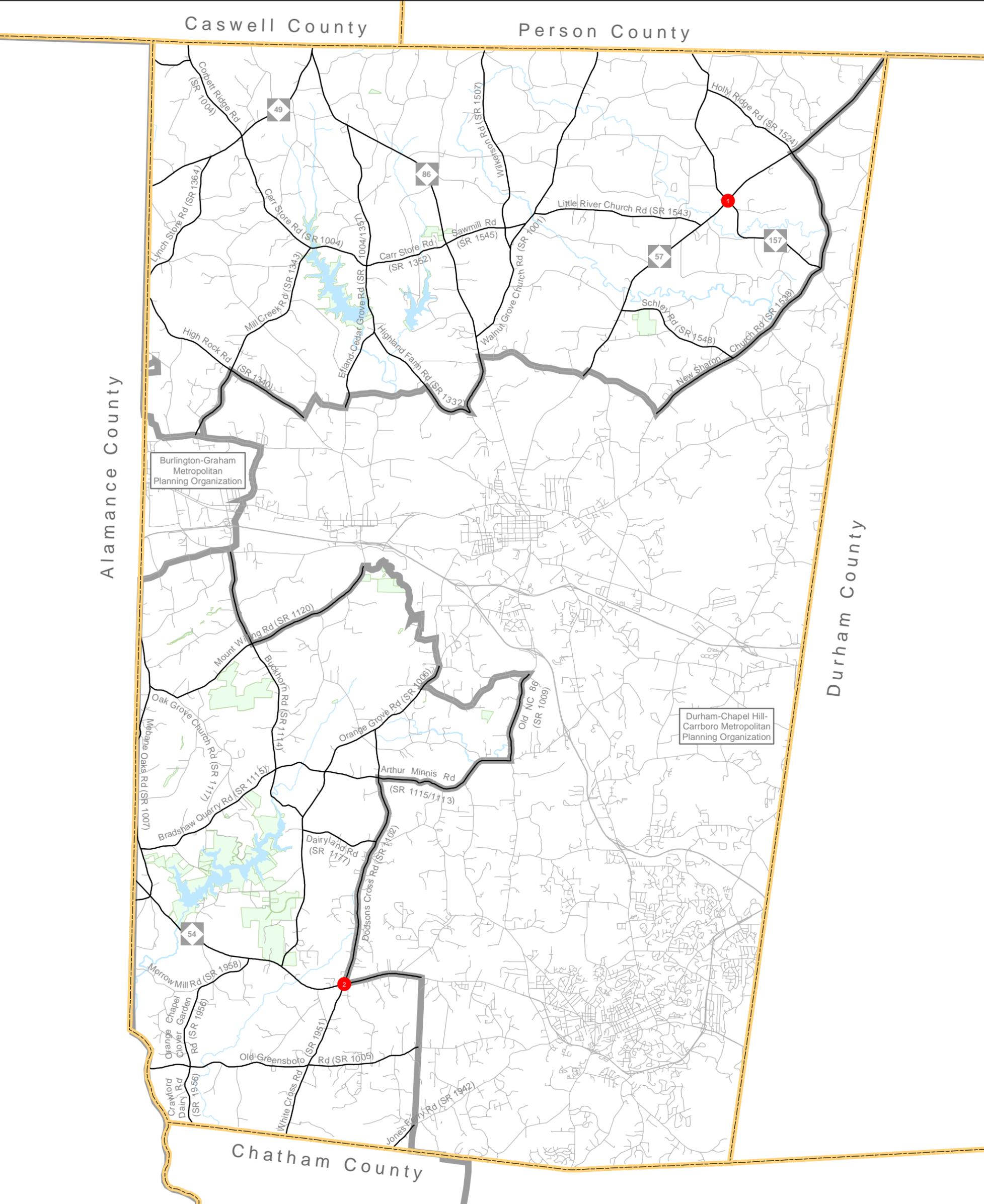
**Future (2035) Roadway Deficiency Map**



**Orange County  
Comprehensive  
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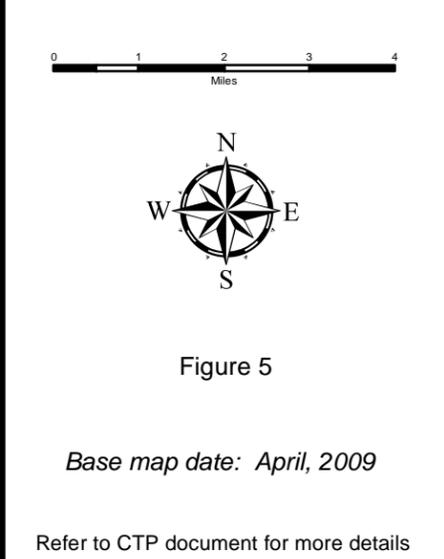
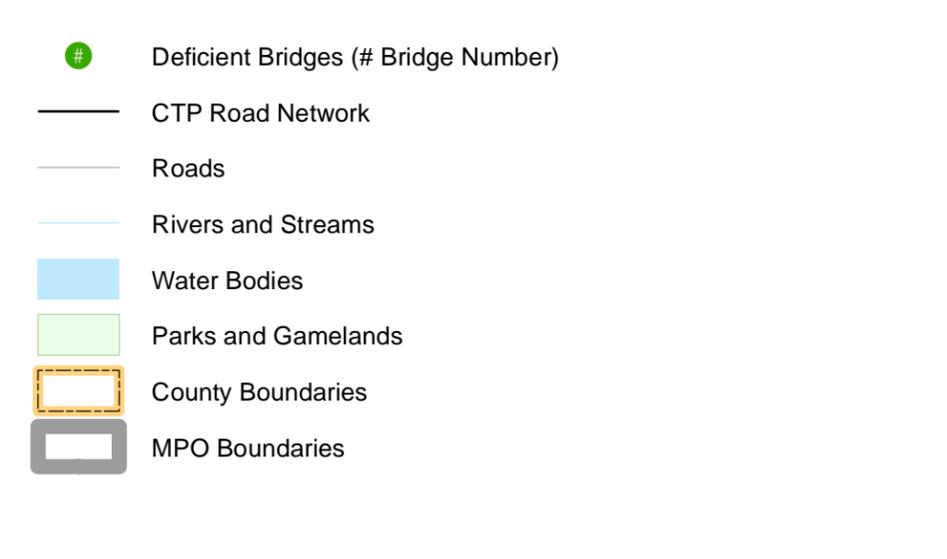
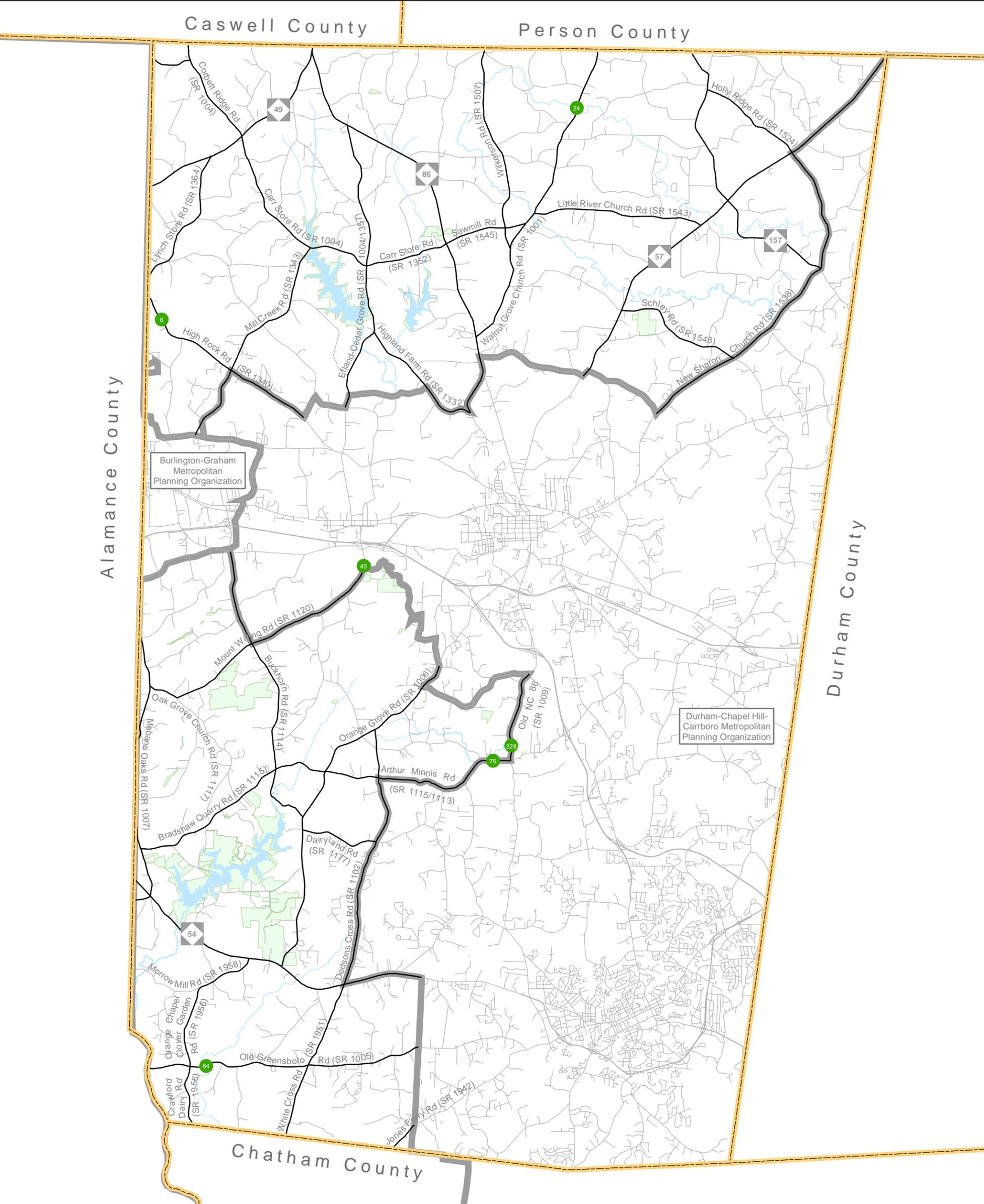


### Crash Locations Map

## Orange County Comprehensive Transportation Plan

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### Deficient Bridges Map

## Orange County Comprehensive Transportation Plan

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## ***Public Transportation and Rail***

Public transportation and rail are vital modes of transportation that give alternative options for transporting people and goods from one place to another.

### Public Transportation

North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

- Community Transportation - Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.
- Regional Community Transportation - Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, the NCDOT Board of Transportation is encouraging single-county systems to consider mergers to form more regional systems.
- Urban Transportation – There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems are at work in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides both urban and rural transportation within the county.
- Regional Urban Transportation - Regional urban transit systems currently operate in three areas of the state. These systems connect multiple municipalities and counties.
- Intercity Transportation - Intercity bus service is one of a few remaining examples of privately owned and operated public transportation in North Carolina. Intercity buses serve many cities and towns throughout the state and provide connections to locations in neighboring states and throughout the United States and Canada. Greyhound/Carolina Trailways operates in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. Although the areas of Hillsborough and Chapel Hill have public transportation services in place, there are currently no fixed or scheduled services that serve the Orange County CTP area (the rural areas of the county). Orange Public Transit (OPT) offers transportation for the elderly or disabled to medical care, shopping, nutrition sites, and senior centers; however, these services are provided on the basis of individual qualifications and requests, so they were not included in the CTP inventory of existing routes.

The Triangle Regional Transit Plan (TRTP), which is in progress, contains a bus element for Orange County, which was utilized in the development of the public transportation element of the CTP. All recommendations for public transportation were coordinated with the local government and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information.

### Rail

Today North Carolina has 3,684 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back everyday. Combined, the Carolinian and Piedmont carry more than 200,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina – CSX Transportation and Norfolk Southern Corporation. Also, there are more than 20 smaller freight railroads, known as shortlines.

There are currently no existing rail facilities within the CTP planning area; Orange County's existing rail lines are contained within the MPO areas. Refer to Appendix A for contact information for the Rail Division of NCDOT.

### ***Bicycles & Pedestrians***

Bicyclists and pedestrians are a growing part of the transportation equation in North Carolina. Many communities are working to improve mobility for both cyclists and pedestrians.

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

The 1999 Orange County Bicycle Transportation Plan was utilized in the development of the bicycle element of the CTP. Orange County currently contains the Mountains to Sea Trail, also known as NC Bike Route 2, which runs along Old Greensboro Road (SR 1005) within the planning area. Although much of the bicycling that presently occurs in Orange County is for recreational purposes, the proposed network of bicycle recommendations in the CTP, when combined with connections recommended in neighboring plans by Durham-Chapel Hill-Carrboro (DCHC) MPO and Burlington Graham MPO, will present additional commuting opportunities as well. Detailed coordination was specifically performed with the draft DCHC MPO 2040 Metropolitan Transportation Plan (MTP) and CTP as it was under development, to ensure consistent connections across planning boundaries throughout the county.

Orange County also has a pedestrian plan in progress that was utilized in the development of the pedestrian element of the CTP.

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4 and 5 of Figure 1. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information.

### ***Land Use***

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2030 Orange County Comprehensive Plan, adopted in 2008, was used to meet this requirement and is illustrated in Figure 6.

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- **Residential**: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- **Commercial**: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments,

such as fast food restaurants and service stations; all other commercial establishments would be considered retail.

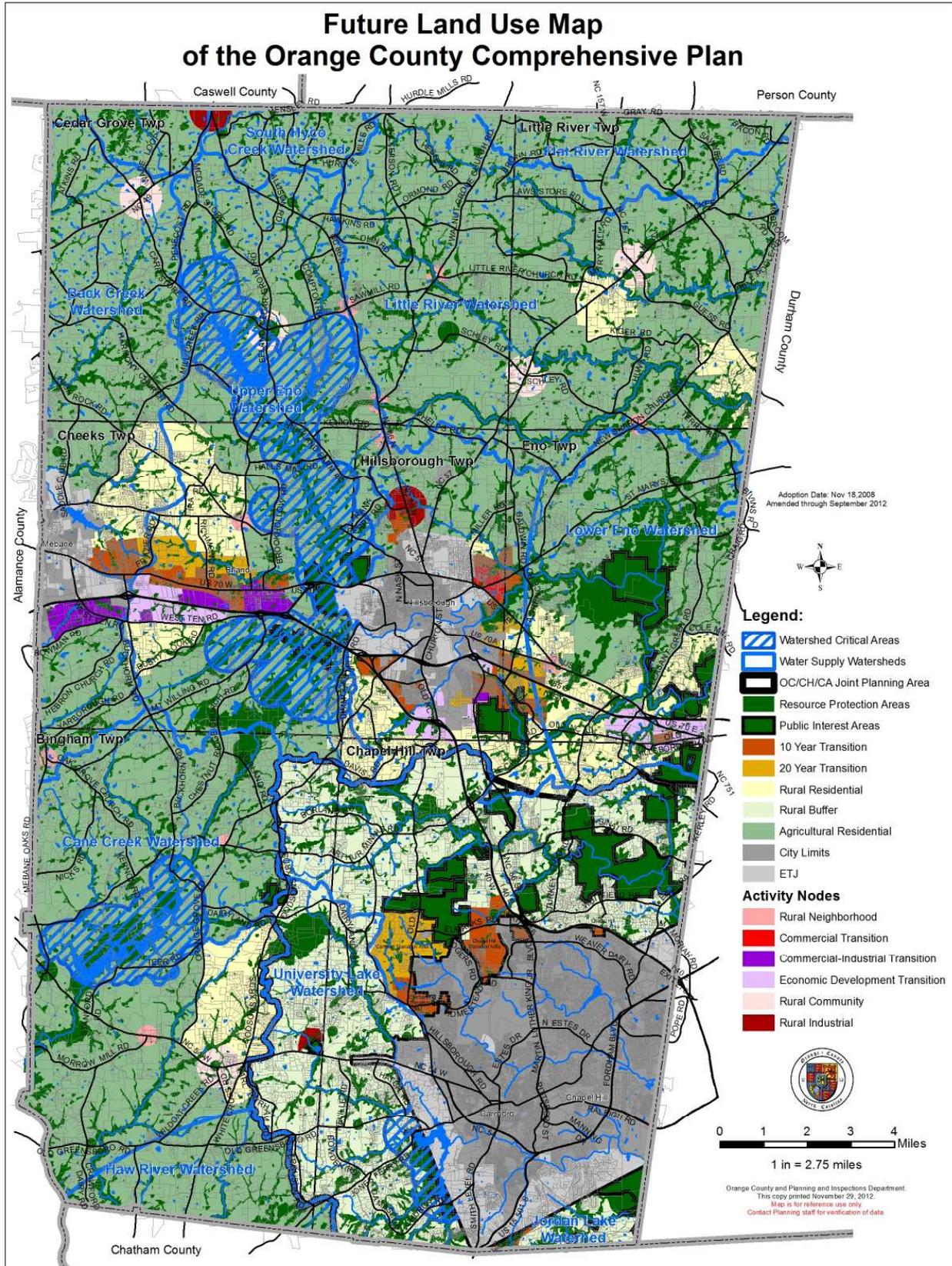
- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- Agricultural: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- Mixed Use: Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements.

Orange County anticipates the CTP planning area, which covers the rural areas of the county outside of the MPOs and municipalities, to remain primarily rural. The county's 2030 Comprehensive Plan reflects predominantly low-density residential development on private wells and septic systems and agricultural land uses for the future (See Figure 6). There are five Rural Community Nodes, located at key intersections along the more heavily traveled routes, and relatively smaller Rural Neighborhood Nodes at other less traveled intersections. One Rural Industrial Node, intended for small scale industrial uses not requiring urban services, is located at the northwest boundary of the planning area at the intersection of NC 86 and NC 49. Small portions of the Rural Buffer, an area that is jointly planned among Orange County, Chapel Hill, and Carrboro, are also located within the planning area. The Rural Buffer is intended to protect rural character and is to remain rural, containing very low-density residential uses, and not require urban services. In general, the county's plan focuses the majority of the growth in and around the municipalities, which fall inside the MPO areas.

Figure 6

### Future Land Use Map of the Orange County Comprehensive Plan



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## ***Consideration of Natural and Human Environment***

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that were examined as a part of this study is shown in the following tables utilizing the best available data. Environmental features occurring within Orange County are shown in Figure(s) 7, 8, and 9.

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**Table 1 – Environmental Features**

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- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Airport Boundaries</li> <li>• Anadromous Fish Spawning Areas</li> <li>• Beach Access Sites</li> <li>• Bike Routes (NCDOT)</li> <li>• Coastal Marinas</li> <li>• Colleges and Universities</li> <li>• Conservation Tax Credit Properties</li> <li>• Emergency Operation Centers</li> <li>• Federal Land Ownership</li> <li>• Fisheries Nursery Areas</li> <li>• Geology (including Dikes and Faults)</li> <li>• Hazardous Substance Disposal Sites</li> <li>• Hazardous Waste Facilities</li> <li>• High Quality Water and Outstanding Resource Water Management Zones</li> <li>• Hospital Locations</li> <li>• Hydrography (1:24,000 scale)</li> <li>• Land Trust Priority Areas</li> <li>• National Heritage Element Occurrences</li> <li>• National Wetlands Inventory</li> </ul> | <ul style="list-style-type: none"> <li>• North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS)</li> <li>• Paddle Trails – Coastal Plain</li> <li>• Railroads (1:24,000 scale)</li> <li>• Recreation Projects – Land and Water Conservation Fund</li> <li>• Sanitary Sewer Systems – Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants</li> <li>• Schools – Public and Non-Public</li> <li>• Shellfish Strata</li> <li>• Significant Natural Heritage Areas</li> <li>• State Parks</li> <li>• Submersed Rooted Vasculars</li> <li>• Target Local Watersheds - EEP</li> <li>• Trout Streams (DWQ)</li> <li>• Trout Waters (WRC)</li> <li>• Water Distribution Systems – Pipes, Pumps, Tanks, Treatment Plants, and Wells</li> <li>• Water Supply Watersheds</li> <li>• Wild and Scenic Rivers</li> </ul> |
|--|--|

Additionally, the following environmental features were considered but are not mapped due to restrictions associated with the sensitivity of the data.

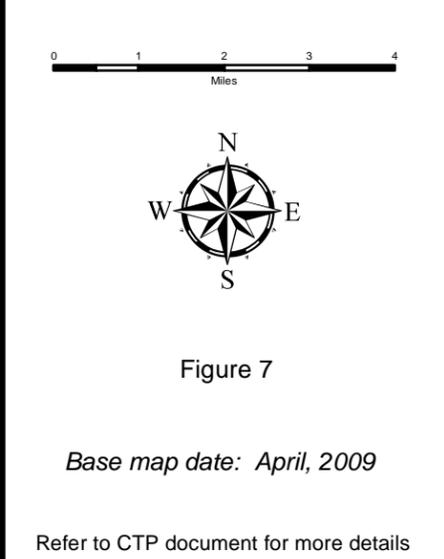
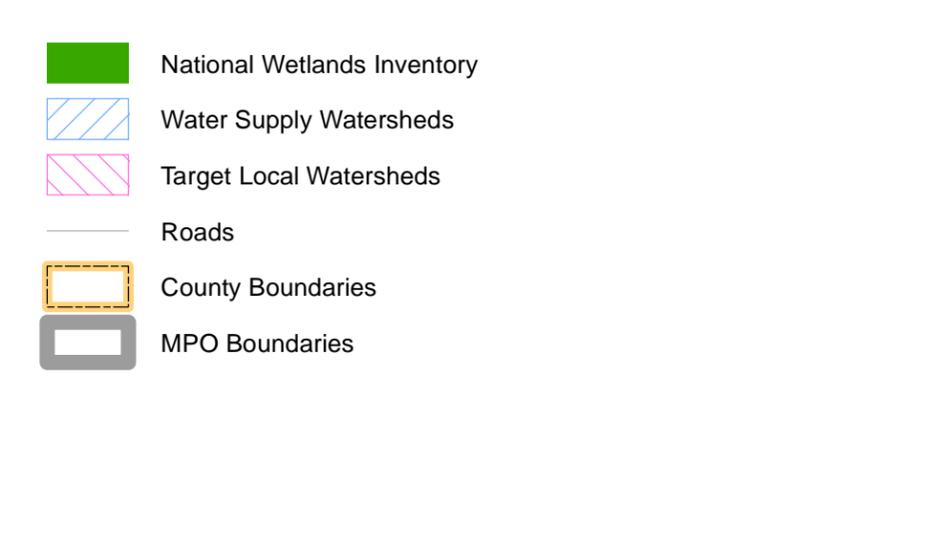
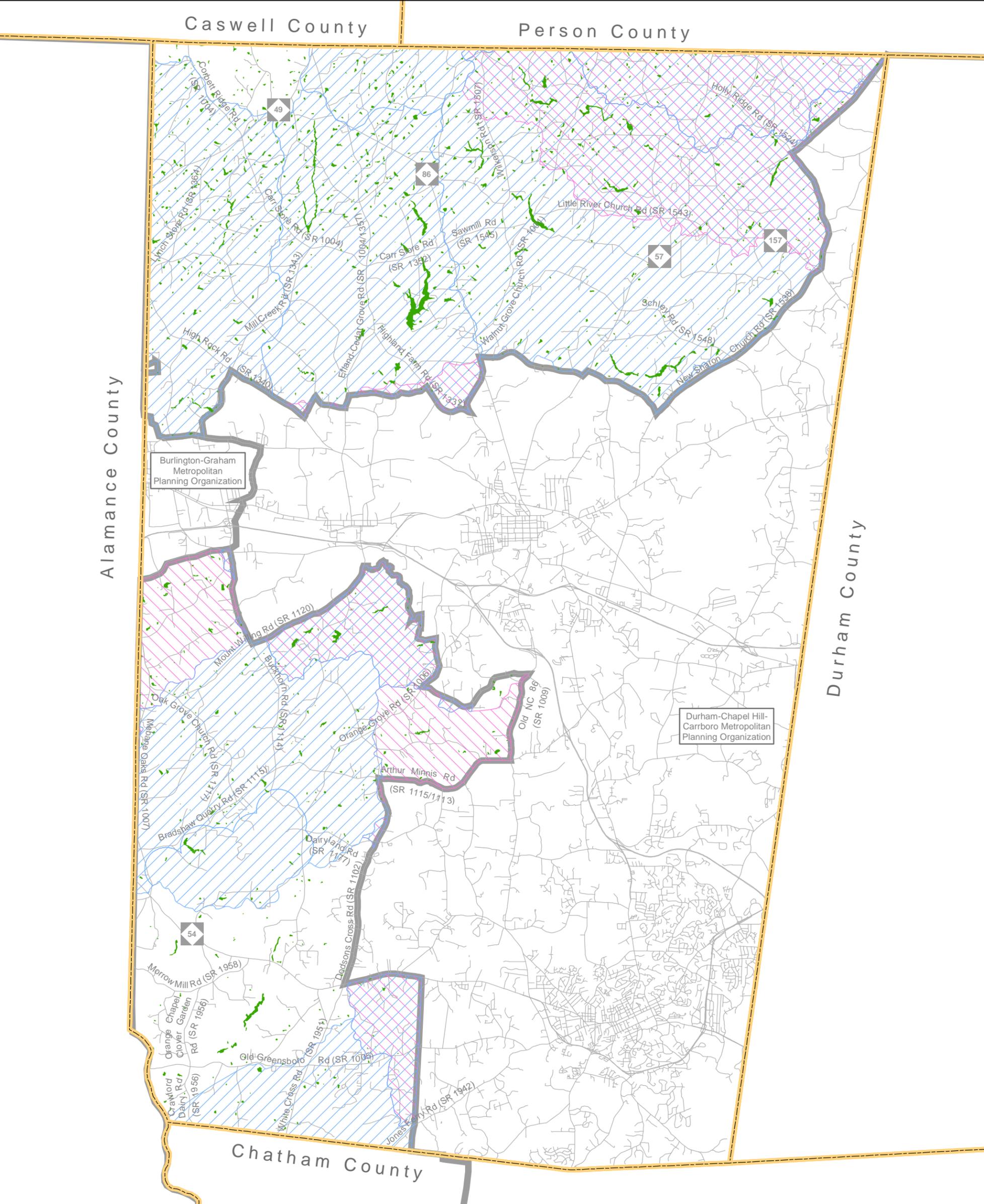
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**Table 2 – Restricted Environmental Features**

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- Archaeological Sites
- Historic National Register Districts
- Historic National Register Structures
- Macrosite Boundaries
- Managed Areas
- Megasite Boundaries

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**Environmental Features  
Map 1**

**Orange County  
Comprehensive  
Transportation Plan**

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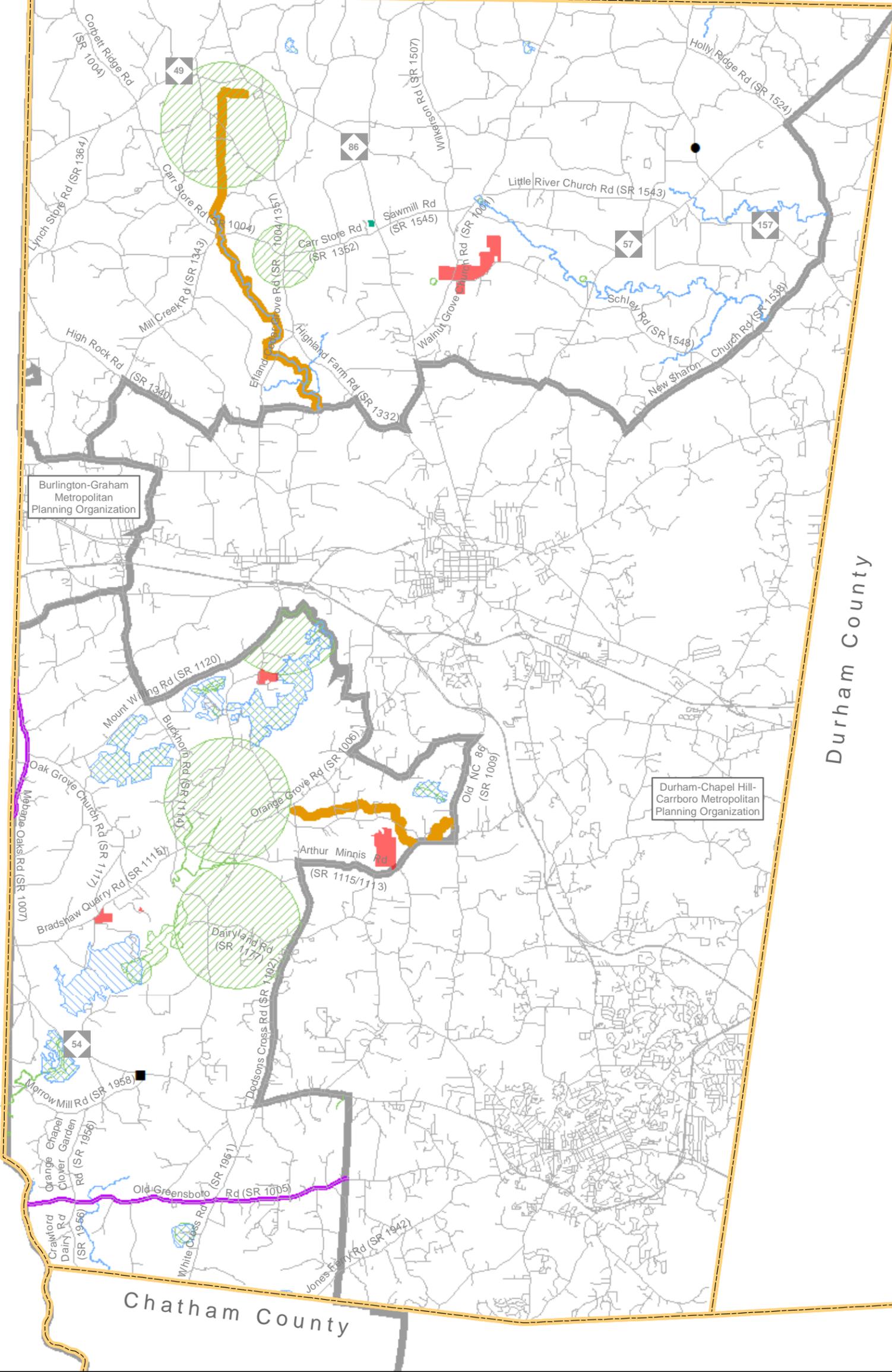
Caswell County

Person County

Alamance County

Durham County

Chatham County



- Hazardous Waste Disposal Sites
- Inactive Hazardous Sites
- Recreation Projects - Land and Water Conservation Fund
- Conservation Tax Credit Properties
- ▨ Significant Natural Heritage Areas
- ▨ Natural Heritage Element Occurrences
- Land Trust Priority Areas
- NCDOT Bike Routes
- Roads
- ▭ County Boundaries
- ▭ MPO Boundaries



Figure 8

Base map date: April, 2009

Refer to CTP document for more details

### Environmental Features Map 2



## Orange County Comprehensive Transportation Plan

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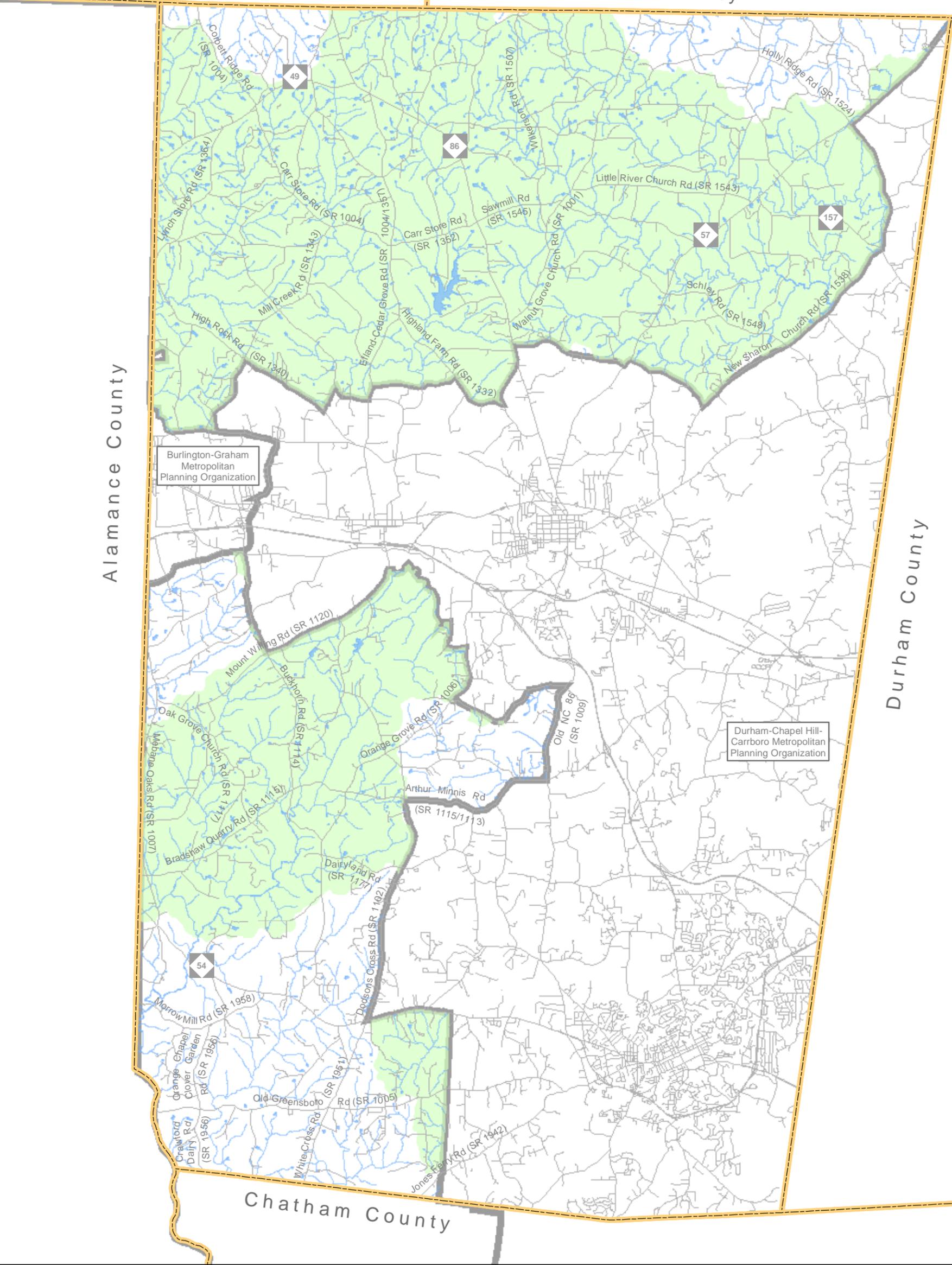
Caswell County

Person County

Alamance County

Durham County

Chatham County



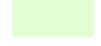
-  Hydrography (1:24k scale)
-  High Quality Water Outstanding Resource Water Management Zones
-  Roads
-  County Boundaries
-  MPO Boundaries



Figure 9

Base map date: April, 2009

Refer to CTP document for more details

### Environmental Features Map 3



## Orange County Comprehensive Transportation Plan

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## ***Public Involvement***

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

A meeting was held with the Orange County Board of Commissioners in September, 2009 to provide an overview of the transportation planning process and to gather input on area transportation needs.

Throughout the course of the study, the Transportation Planning Branch cooperatively worked with the CTP committee, which included representatives from the Orange County planning staff, the Orange Unified Transportation Board (OUTBoard), Triangle Area RPO, and Durham-Chapel Hill-Carrboro MPO, and NCDOT Division 7. The committee worked to provide information on current local plans, to develop transportation vision and goals, to discuss population and employment projections, and to develop proposed CTP recommendations. A representative from Burlington Graham MPO was also routinely updated on the CTP status and data from the committee. Refer to Appendix H for detailed information on the Statement of the CTP Vision and Goals & Objectives, the public survey, and a listing of committee members.

The Orange Unified Transportation Board (OUTBoard) is a local volunteer advisory board that reports to the Orange County Board of Commissioners and provides information on transportation projects and issues. This board served as a key element for input throughout the CTP study. Three OUTBoard members served on the CTP committee, and they were responsible for updating the entire OUTBoard of the CTP status at its regularly scheduled meetings. Presentations were also given to the OUTBoard by the Transportation Planning Branch at various steps throughout the planning process.

In addition to the OUTBoard, the County Planning Board is another volunteer advisory board, comprised of members appointed by the County Board of Commissioners. The focus of this group is to determine objectives in the development of the County, and make recommendations to the Board of Commissioners. The Planning Board was routinely updated on the status of the CTP by Orange County planning staff, and a presentation was also given by the Transportation Planning Branch on the draft recommendations.

The public involvement process included holding three public drop-in sessions in Orange County to present the proposed CTP to the public and solicit comments. The first was a public awareness session, held on September 29, 2009 from 5:00pm to 9:00pm at the Efland Ruritan Club, with the purpose of informing citizens of the plan that was under development and gaining their input on areas in need of study. The second meeting was a public drop-in session for the growth data, traffic projections, and preliminary recommendations, held on February 7, 2011 from 4:30pm to 7:30pm at the Orange County Public Library. The third meeting was a public drop-in session for the draft recommendations, held on September 14, 2011 from 4:30pm to 7:30pm at the Link

Government Services Center. Each public session was publicized in the local newspaper, on local government websites, in local blogs and advisory websites, on local radio shows, through email lists, and on flyers in various locations around the county.

One comment form was submitted during the session held on February 7, 2011, and one comment form was submitted during the session held on September 14, 2011. An online comment website was also created for the duration of the study, but no comment submissions were received via that format.

The public involvement process also included a public survey, which was created with input from the Transportation Planning Branch, Triangle Area RPO, Durham-Chapel Hill-Carrboro MPO, Orange Unified Transportation Board, and Orange County Board of Commissioners. It was released to the public on September 23, 2009, and closed on November 2, 2009. A total 491 surveys were completed (including both online and paper submissions).

In January of 2011, it was discovered that there was an overlap of boundaries between Durham-Chapel Hill-Carrboro MPO and Burlington Graham MPO in Orange County. Staff discussions on options for adjusting boundaries were held between the fall of 2011 and the fall of 2012, with a final option being approved by Orange County and the MPOs in the fall of 2012. Due to these developments, after the Orange County CTP recommendations were finalized by the committee in the spring of 2012, adoption of the CTP was postponed until approval of the MPO boundary adjustments.

A public hearing was held on **FUTURE DATE** during the Orange County Board of Commissioners meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted at the meeting held on **FUTURE DATE**.

The Triangle Area RPO endorsed the CTP on **FUTURE DATE**. The North Carolina Board of Transportation voted to mutually adopt the Orange County CTP on **FUTURE DATE**.

## II. Recommendations

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This report documents the development of the **YEAR** Orange County CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in the County.

### ***Implementation***

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the County, as well as NCDOT. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Refer to Appendix A for contact information on funding. Projects should be prioritized locally and submitted to the Triangle Area RPO for regional prioritization and submittal to NCDOT via a formalized process. Projects can only move into the project development phase after first being ranked in NCDOT's Prioritization Process and programmed into the State Transportation Improvement Program (STIP), which requires coordination with local MPOs and RPOs. Once programmed, the MPOs and RPOs play a significant role (as a concurring member on the team that oversees the project development and permitting process) in the location and design of projects as they move through the process. These projects must be in compliance with local plans and undergo additional public involvement efforts. Orange County is a member of the Triangle Area RPO and thus represented by the RPO throughout this process.

Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

The following pages contain problem statements for each recommendation, organized by CTP modal element.

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## ***Problem Statements***

### ***Multi-Modal Plan Aspects***

A complete inventory of studied facilities and recommendations for the CTP is provided in Appendix C. Several facilities contain recommendations for multiple modes of transportation. These additional modes are referenced in the final column entitled “Other Modes” in the table in Appendix C.

## **HIGHWAY**

Refer to Figure 1, Sheet 2 for the Highway CTP map.

### **NC 54 (Orange Grove Road to Neville Road/DCHC MPO), Local ID ORAN0002-H**

NC 54 from Orange Grove Road (SR 1006) to Neville Road (SR 1945) (the DCHC MPO boundary) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility. This section of NC 54 is currently a 2-lane, 24-foot undivided cross section, with a continuous center turn lane in some segments.

The CTP project proposal is to provide a 4-lane divided cross section for this facility. The addition of a median will allow for better access control, thereby providing higher mobility for the facility.

### **NC 86 (Coleman Loop Road/DCHC MPO to Caswell County), Local ID ORAN0001-H**

NC 86 from Coleman Loop Road (SR 1334) (the DCHC MPO boundary) to Walnut Grove Church Road (SR 1001) is projected to exceed Level of Service (LOS) D by 2035. Improvements are needed in order to relieve anticipated congestion and to maintain a minimum LOS D on the existing facility.

In addition, NC 86 throughout northern Orange County is identified as a recommended expressway on the Strategic Highway Corridor Vision Plan, in order to maintain regional and statewide mobility and connectivity. This section of NC 86 is currently a 2-lane, 24-foot undivided cross section.

The CTP project proposal is to provide a 4-lane divided expressway cross section for this facility from Coleman Loop Road (SR 1334) (the DCHC MPO boundary) to Caswell County. This includes the section of NC 86 that is concurrent with NC 49. The conversion to an expressway is consistent with the Strategic Highway Corridors Vision Plan. Refer to the draft DCHC MPO 2040 Metropolitan Transportation Plan (MTP) and

CTP for the preferred concept for NC 86, which will connect this CTP project segment to I-40 with a consistent expressway cross section around the Town of Hillsborough.

The CTP was temporarily delayed in the spring of 2010 due to local concerns with this project proposal and the Strategic Highway Corridors designation. However, while traffic on NC 86 is still projected to exceed capacity, CTP traffic projections to 2035 do not warrant a full expressway cross section within the planning horizon of this CTP. Ultimately, it was decided to move forward with the CTP, including this project proposal, with the understanding that the proposed cross section is ultimately driven by vision and not yet by traffic. NC 86 will be improved as needed, with the ultimate vision of an expressway. As with all projects, any improvements to NC 86 must also be submitted and programmed through NCDOT's Project Prioritization process in order to enter project development.

This project proposal overlaps with NCDOT project W-5318 to provide geometric improvements, paved shoulders, and rumble strips to NC 86 from NC 57 (inside the DCHC MPO) to the Caswell County line. NCDOT project W-5318 is scheduled to begin right-of-way in January, 2012 and construction in January, 2013.

#### **Buckhorn Road Extension, Local ID ORAN0008-H**

Buckhorn Road (SR 1114) and Dairyland Road (SR 1177) are currently primary choices for travel in southwest Orange County. However, the two roadways are discontinuous at their shared intersection with Orange Grove Road (SR 1006), another primary carrier throughout the area. The CTP project proposal is to provide a new location 2-lane cross section at Orange Grove Road (SR 1006) to extend Buckhorn Road (SR 1114) (ORAN0004-H) into Dairyland Road (SR 1177). This will provide better connectivity and improve traffic flow for this area of the county.

#### **Little River Church Road Extension, Local ID ORAN0005-H**

Northern Orange County contains very few options for continuous east-west travel beyond the primary route along Carr Store Road (SR 1004 / SR 1352), Sawmill Road (SR 1545), and Little River Church Road (SR 1543). However, Sawmill Road (SR 1545) and Little River Church Road (SR 1543) are discontinuous at their shared intersection with Walnut Grove Church Road (SR 1001). The CTP project proposal is to provide a new location 2-lane cross section at Walnut Grove Church Road (SR 1001) to extend Little River Church Road (SR 1543) into Sawmill Road (SR 1545). This will provide better east-west continuity and connectivity for this area of the county.

#### **Minor Improvements**

Not all of the following facilities are projected to exceed Level of Service (LOS) D by 2035, but improvements such as turn lanes, minor widening, and/or surfacing are ideal for better mobility and more streamlined facilities as growth occurs.

- **Arthur Minnis Road (SR 1115), Local ID ORAN0003-H:** Arthur Minnis Road (SR 1115) from Dodsons Cross Road (SR 1102) to Rocky Ridge Road / Arthur Minnis Road (SR 1113) is currently an unsurfaced, 20-foot cross section. The CTP project proposal is to provide a surfaced, 24-foot cross section suitable for public traffic use. The CTP committee identified the importance of this facility for east-west connectivity in this area of the county.
- **Buckhorn Road (SR 1114), Local ID ORAN0004-H:** Buckhorn Road (SR 1114) from Orange Grove Road (SR 1006) to Bradshaw Quarry Road (SR 1115) is currently an unsurfaced, 20-foot cross section. The CTP project proposal is to provide a surfaced, 24-foot cross section suitable for public traffic use. The CTP committee identified the importance of this facility for north-south connectivity in this area of the county.
- **(North) Efland-Cedar Grove Road (SR 1004), SPOT ID # 559:** Efland-Cedar Grove Road (SR 1004) from Highland Farm Road (SR 1332) to Carr Store Road (SR 1004 / SR 1352) is currently a 2-lane, 20-foot cross section. The CTP project proposal is to provide a 24-foot cross section with improvements to turn lanes and straightening of the roadway where needed. This project proposal overlaps with NCDOT project W-5143 to improve the horizontal alignment of the curve on Efland-Cedar Grove Road (SR 1004) north of the intersection with Highland Farm Road (SR 1332). NCDOT project W-5143 is scheduled to begin right-of-way in April, 2013 and construction in April, 2014.
- **Mebane Oaks Road (SR 1007), Local ID ORAN0006-H:** Mebane Oaks Road (SR 1007) from NC 54 to Alamance County is currently a 2-lane, 22-foot cross section. The CTP project proposal is to provide a 24-foot cross section with wide shoulders and turn lanes where needed.
- **Old NC 86 (SR 1009), Local ID ORAN0007-H:** Old NC 86 (SR 1009) from Arthur Minnis Road (SR 1113) (the DCHC MPO boundary) to Davis Road (SR 1129) (the DCHC MPO boundary) is currently a 2-lane, 22-foot cross section. The CTP project proposal is to provide a 24-foot cross section with wide shoulders and turn lanes where needed.

## **PUBLIC TRANSPORTATION & RAIL**

Refer to Figure 1, Sheet 3 for the Public Transportation & Rail CTP map.

There are currently no existing rail facilities or recommendations within the CTP planning area; Orange County's existing rail lines are contained within the MPO areas.

### **Bus Routes**

"The Bus and Rail Investment Plan in Orange County", adopted by the Orange County Board of County Commissioners on October 2, 2012, was utilized in the development of the bus element of the Orange County CTP. The CTP bus recommendations are listed below. More detailed information regarding "The Bus and Rail Investment Plan in Orange County" is available through Orange County.

- **Local ID ORAN0001-T:** Bus route along NC 54 from Alamance County to Neville Road (SR 1945) (the DCHC MPO boundary). The draft DCHC MPO 2040 Metropolitan Transportation Plan (MTP) and CTP identifies this recommendation as Express Bus projects B6a and B6b.
- **Local ID ORAN0002-T:** Bus route along NC 86 from Coleman Loop Road (SR 1334) (the DCHC MPO boundary) to Caswell County.

### **Park-and-Ride Lots**

The CTP proposes the following potential park-and-ride lots to provide access to the proposed bus routes (ORAN0001-T and ORAN0002-T). All locations are based on current available information and are subject to change based on further study in the future. In addition, specific information such as number of spaces, surface of lot, and additional amenities would be developed at a later date. The CTP recommendation identifies general areas where lots are anticipated to be needed, with the intent of initially small lots with relatively minor amenities that grow as ridership increases.

- **Local ID ORAN0003-T:** The CTP project proposal is to provide a park-and-ride lot at the intersection of NC 54 and White Cross Road (SR 1951). This project would provide access to the bus route along NC 54 (ORAN0001-T), for users of both vehicles and bicycles.
- **Local ID ORAN0004-T:** The CTP project proposal is to provide a park-and-ride lot at the Cedar Grove Park on NC 86. This project would provide access to the bus route along NC 86, for users of both vehicles and bicycles (ORAN0001-B).

## **BICYCLE**

Refer to Figure 1, Sheet 4 for the Bicycle CTP map.

The Orange County Bicycle Transportation Plan was adopted in 1999 and was intended to develop transportation facilities and programs for bicyclists in Orange County. These recommendations were incorporated into the Orange County CTP. The 1999 Orange County Bicycle Transportation Plan and detailed information regarding its recommendations are available through Orange County.

Minor additions to the CTP recommendations beyond the 1999 Orange County Bicycle Transportation Plan are listed below. As previously mentioned, the network of CTP recommendations provides a combination of recreational and commuting opportunities.

- **Local ID ORAN0001-B:** NC 86 from Carr Store Road (SR 1352) / Sawmill Road W (SR 1545) to proposed park-and-ride lot at Cedar Grove Park (ORAN0004-T). This recommendation was added in order to provide users on the recommended bicycle facility along Carr Store Road (SR 1352) / Sawmill Road W (SR 1545) with access to public transportation services via the proposed park-and-ride lot (ORAN0004-T). This is currently an on-road recommendation for more immediate improvements, but the ultimate 4-lane expressway cross section for NC 86 in the future could require an off-road facility to maintain this connection for bicycles.
- **Local ID ORAN0002-B:** NC Bike Route 2 / Mountains to Sea Trail along Old Greensboro Road (SR 1005) from Carl Durham Road (SR 1950) to Bowden Road (SR 1946) (the DCHC MPO boundary). Although this facility is already designated as NC Bike Route 2, this section is in need of upgrades, such as wider lanes or shoulders, in order to accommodate bicycles. (The section from Alamance County to Carl Durham Road (SR 1950) has recently been widened and resurfaced.)
- **Local ID ORAN0003-B:** Jones Ferry Road (SR 1942) from Chatham County to Ferguson Road (SR 1948) (the DCHC MPO boundary). This project was included in order to ensure connectivity with the 2035 DCHC MPO Long Range Transportation Plan recommendations and the draft DCHC MPO 2040 Metropolitan Transportation Plan (MTP) and CTP recommendations.
- **Local ID ORAN0004-B:** NC 86 from Phelps Rd (SR 1551) to Walnut Grove Church Rd (SR 1001). This project was included in order to provide connectivity with recommendations in the draft DCHC MPO 2040 Metropolitan Transportation Plan (MTP) and CTP recommendations.
- **Local ID ORAN0005-B:** Walnut Grove Church Rd (SR 1001) from NC 86 to Pearson Rd (SR 1544). This project was included in order to provide connectivity with recommendations in the draft DCHC MPO 2040 Metropolitan Transportation Plan (MTP) and CTP recommendations.
- **Local ID ORAN0006-B:** Schley Rd (SR 1548) from Walnut Grove Church Rd (SR 1001) to New Sharon Church Rd (SR 1538) (the DCHC MPO boundary).

This project was included in order to provide connectivity with recommendations in the draft DCHC MPO 2040 Metropolitan Transportation Plan (MTP) and CTP recommendations.

- **Local ID ORAN0007-B:** Efland-Cedar Grove Rd (SR 1357) from Carr Store Rd (SR 1004/1352) to McDade Store Rd (SR 1358/1354). This project was included in order to provide further connectivity between recommendations included from the 1999 Orange County Bicycle Transportation Plan.
- **Local ID ORAN0008-B:** McDade Store Rd (SR 1361) from Pentecost Rd (SR 1361) / McDade Store Rd (SR 1358) to NC 49. This project was included in order to provide further connectivity between recommendations included from the 1999 Orange County Bicycle Transportation Plan.
- **Local ID ORAN0009-B:** NC 49 from McDade Store Rd (SR 1361) to Caswell County. This project was included in order to provide further connectivity between recommendations included from the 1999 Orange County Bicycle Transportation Plan.
- **Local ID ORAN0010-B:** W Lebanon Rd (SR 1306) from Saddle Club Rd (SR 1346) to Mill Creek Rd (SR 1345). This project was included in order to provide connectivity with recommendations in the draft DCHC MPO 2040 Metropolitan Transportation Plan (MTP) and CTP recommendations.
- **SPOT ID 1160:** Orange Grove Road (SR 1006) and Buckhorn Road (SR 1114) from Dairyland Road (SR 1177) to West Ten Road (SR 1146). This project was submitted by the Triangle Area RPO to the NCDOT Strategic Planning Office of Transportation (SPOT) as part of the Prioritization 2.0 Process in 2011. This project overlaps with a section of NCDOT project EB-5520 on Orange Grove Road (SR 1006) between Dairyland Road (SR 1177) and Buckhorn Road (SR 1114).
- **Local ID EB-5520:** NCDOT project EB-5520 is to add 4-foot shoulders to Orange Grove Road (SR 1006) from NC 54 to Arthur Minnis Road (SR 1115). There is currently no right-of-way or construction date scheduled. This project overlaps with the Orange Grove Road (SR 1006) section of SPOT ID 1160 between Dairyland Road (SR 1177) and Buckhorn Road (SR 1114).

The projects below were also submitted by the Triangle Area RPO to the NCDOT Strategic Planning Office of Transportation (SPOT) as part of the Prioritization 2.0 Process in 2011, but were already included in the CTP recommendations taken from the 1999 Orange County Bicycle Transportation Plan.

- **SPOT ID 1095:** Dairyland Road (SR 1177) from Union Grove Church Road (SR 1111) to Orange Grove Road (SR 1006).
- **SPOT ID 958:** Orange Grove Road (SR 1006) and Dodsons Cross Road (SR 1102) from I-40 to Dairyland Road (SR 1177).
- **SPOT ID 559:** Efland-Cedar Grove Road (SR 1004) from Highland Farm Road (SR 1332) to Carr Store Road (SR 1004 / SR 1352).

**PEDESTRIAN**

Refer to Figure 1, Sheet 5 for the Pedestrian CTP map.

Orange County currently has a pedestrian plan under development for off-road pedestrian facilities throughout the county. Existing recommendations from this plan were incorporated into the Orange County CTP. The county’s pedestrian plan and detailed information regarding its recommendations are available through Orange County.

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# APPENDICES



## Appendix A Resources and Contacts

### ***North Carolina Department of Transportation***

#### *Customer Service Office*

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT homepage:

1-877-DOT-4YOU

(1-877-368-4968)

<https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx>

#### *Secretary of Transportation*

Eugene A. Conti, Jr., Ph.D.

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 733-2520

[gconti@ncdot.gov](mailto:gconti@ncdot.gov)

<http://www.ncdot.org/about/leadership/secretary.html>

#### *Board of Transportation Member*

Mr. Michael S. Fox

Post Office Box 2888

Greensboro, NC 27402

(336) 334-3192

[mikefox@ncdot.gov](mailto:mikefox@ncdot.gov)

<http://www.ncdot.gov/about/board/>

#### *Highway Division Engineer*

Contact the Division Engineer with general questions concerning NCDOT activities within each Division and for information on Small Urban Funds.

Mr. Mike Mills, PE

PO Box 14996 (mail)

1584 Yanceyville Street (office)

Greensboro, NC 27415-4996

(336) 334-3192

<http://www.ncdot.gov/doh/operations/division7/>

Division Project Manager

Contact the Division Project Manager with questions concerning transportation projects within each Division.

Mr. John Hunsinger  
PO Box 14996 (mail)  
1584 Yanceyville Street (office)  
Greensboro, NC 27415-4996  
(336) 334-3192  
jhunsinger@ncdot.gov

Division Construction Engineer

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

Ms. Patty Eason, PE  
PO Box 14996 (mail)  
1584 Yanceyville Street (office)  
Greensboro, NC 27415-4996  
(336) 334-3192  
peason@ncdot.gov

Division Traffic Engineer

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

Ms. Dawn McPherson  
PO Box 14996 (mail)  
1584 Yanceyville Street (office)  
Greensboro, NC 27415-4996  
(336) 334-3192  
dmcpherson@ncdot.gov

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

Mr. Pat Wilson, PE  
PO Box 14996 (mail)  
1584 Yanceyville Street (office)  
Greensboro, NC 27415-4996  
(336) 334-3192  
pwilson@ncdot.gov

Division Maintenance Engineer

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit and the Equipment Unit.

Mr. Brad Wall, PE  
 PO Box 14996 (mail)  
 1584 Yanceyville Street (office)  
 Greensboro, NC 27415-4996  
 (336) 334-3192  
 bwall@ncdot.gov

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt A Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

Mr. C. N. (Chuck) Edwards, PE  
 PO Box 766 (mail)  
 127 East Crescent Square Dr. (office)  
 Graham, NC 27253  
 (336) 570-6833  
 cnedwards@ncdot.gov

Transportation Planning Branch (TPB)

Contact the Transportation Planning Branch for information on long-range multi-modal planning services, including Strategic Highway Corridors.

1554 Mail Service Center  
 Raleigh, NC 27699-1554  
 (919) 707-0900  
<http://www.ncdot.gov/doh/preconstruct/tpb/>

Triangle Area Rural Planning Organization (RPO)

Contact the RPO for information on long-range multi-modal planning services.

Mr. Matthew Day, AICP  
 PO Box 12276  
 Research Triangle Park, NC 27709  
 919-558-9397  
 mday@tjcog.org  
 www.tarpo.org (www.tjcog.org)

Strategic Planning Office

Contact the Strategic Planning Office for information concerning prioritization of transportation projects.

Mr. Don Voelker

1501 Mail Service Center

Raleigh, NC 27699-1501

(919) 707-4740

[djvoelker@ncdot.gov](mailto:djvoelker@ncdot.gov)

<https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054>

Project Development & Environmental Branch (PDEA)

Contact PDEA for information on environmental studies for projects that are included in the TIP.

1548 Mail Service Center

Raleigh, NC 27699-1548

(919) 707-6000

<http://www.ncdot.gov/doh/preconstruct/pe/>

Secondary Roads Office

Contact the Secondary Roads Office for information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.

1535 Mail Service Center

Raleigh, NC 27699-1535

(919) 707-2500

<http://www.ncdot.gov/doh/operations/secondaryroads/>

Program Development Branch

Contact the Program Development Branch for information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).

1534 Mail Service Center

Raleigh, NC 27699-1534

(919) 707-4610

<http://www.ncdot.org/planning/development/>

Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center

Raleigh, NC 27699-1550

(919) 707-4670

<http://www.ncdot.gov/nctransit/>

*Rail Division*

Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center  
Raleigh, NC 27699-1553  
(919) 707-4700  
<http://www.bytrain.org/>

*Division of Bicycle and Pedestrian Transportation*

Contact this Division for bicycle and pedestrian transportation information throughout the state.

1552 Mail Service Center  
Raleigh, NC 27699-1552  
(919) 707-2600  
<http://www.ncdot.gov/bikeped/>

*Structure Management Unit*

Contact the Bridge Maintenance Unit for information on bridge management throughout the state.

1565 Mail Service Center  
Raleigh, NC 27699-1565  
(919) 707-6400  
<http://www.ncdot.gov/projects/ncbridges/>

*Highway Design Branch*

The Highway Design Branch consists of the Roadway Design, Structure Design, Photogrammetry, Location & Surveys, Geotechnical, and Hydraulics Units. Contact the Highway Design Branch for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center  
Raleigh, NC 27699-1584  
(919) 707-6200  
<http://www.ncdot.gov/doh/preconstruct/highway/>

***Other State Government Offices***Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

<http://www.nccommerce.com/en/CommunityServices/>

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## Appendix B

### Comprehensive Transportation Plan Definitions

#### **Highway Map**

For visual depiction of facility types for the following CTP classification, visit <http://www.ncdot.gov/doh/preconstruct/tpb/SHC/facility/>.

#### Facility Type Definitions

- **Freeways**

- Functional purpose – high mobility, high volume, high speed
- Posted speed – 55 mph or greater
- Cross section – minimum four lanes with continuous median
- Multi-modal elements – High Occupancy Vehicles (HOV)/High Occupancy Transit (HOT) lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW)
- Type of access control – full control of access
- Access management – interchange spacing (urban – one mile; non-urban – three miles); at interchanges on the intersecting roadway, full control of access for 1,000ft or for 350ft plus 650ft island or median; use of frontage roads, rear service roads
- Intersecting facilities – interchange or grade separation (no signals or at-grade intersections)
- Driveways – not allowed

- **Expressways**

- Functional purpose – high mobility, high volume, medium-high speed
- Posted speed – 45 to 60 mph
- Cross section – minimum four lanes with median
- Multi-modal elements – HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW)
- Type of access control – limited or partial control of access;
- Access management – minimum interchange/intersection spacing 2,000ft; median breaks only at intersections with minor roadways or to permit U-turns; use of frontage roads, rear service roads; driveways limited in location and number; use of acceleration/deceleration or right turning lanes
- Intersecting facilities – interchange; at-grade intersection for minor roadways; right-in/right-out and/or left-over or grade separation (no signalization for through traffic)
- Driveways – right-in/right-out only; direct driveway access via service roads or other alternate connections

- **Boulevards**

- Functional purpose – moderate mobility; moderate access, moderate volume, medium speed
- Posted speed – 30 to 55 mph
- Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT *Driveway Manual*)
- Multi-modal elements – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
- Type of access control – limited control of access, partial control of access, or no control of access
- Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – at grade intersections and driveways; interchanges at special locations with high volumes
- Driveways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway

- **Other Major Thoroughfares**

- Functional purpose – balanced mobility and access, moderate volume, low to medium speed
- Posted speed – 25 to 55 mph
- Cross section – four or more lanes without median (*US and NC routes may have less than four lanes*)
- Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
- Type of access control – no control of access
- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*

- **Minor Thoroughfares**

- Functional purpose – balanced mobility and access, moderate volume, low to medium speed
- Posted speed – 25 to 55 mph
- Cross section – ultimately three lanes (no more than one lane per direction) or less without median
- Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
- ROW – no control of access

- Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities – intersections and driveways
- Driveways – full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*

### Other Highway Map Definitions

- **Existing** – Roadway facilities that are not recommended to be improved.
- **Needs Improvement** – Roadway facilities that need to be improved for capacity, safety, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. “Needs improvement” does not refer to the maintenance needs of existing facilities.
- **Recommended** – Roadway facilities on new location that are needed in the future.
- **Interchange** – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- **Grade Separation** – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- **Full Control of Access** – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- **Limited Control of Access** – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- **Partial Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- **No Control of Access** – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

### **Public Transportation and Rail Map**

- **Bus Routes** – The primary fixed route bus system for the area. Does not include demand response systems.
- **Fixed Guideway** – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.

- **Operational Strategies** – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
  - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
  - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
  - Recommended – It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
  - Existing – Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
  - Recommended – Proposed corridor for high speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Intermodal Connector** – A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location or a bus station.
- **Park and Ride Lot** – A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.
- **Existing Grade Separation** – Locations where existing rail facilities and are physically separated from existing highways or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where rail facilities are recommended to be physically separated from existing or recommended highways or other transportation facilities. These may be bridges, culverts, or other structures.

### ***Bicycle Map***

- **On Road-Existing** – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- **On Road-Needs Improvement** – At the systems level, it is desirable for an **existing** highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** – At the systems level, it is desirable for a **recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.

- **Off Road-Existing** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.
- **Off Road-Recommended** – A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

### ***Pedestrian Map***

- **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.

- **Sidewalk-Needs Improvement** – Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.
- **Sidewalk-Recommended** – At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.
- **Off Road-Existing** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Off Road-Needs Improvement** – A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.
- **Off Road-Recommended** – A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Multi-use Path-Existing** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Needs Improvement** – An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** – A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- **Existing Grade Separation** – Locations where existing “Off Road” facilities and “Multi-use Paths” are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

- **Proposed Grade Separation** – Locations where “Off Road” facilities and “Multi-use Paths” are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

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## Appendix C

### CTP Inventory and Recommendations

#### Assumptions/ Notes:

- **Local ID:** This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- **Jurisdiction:** Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- **Existing Cross-Section:** Listed under '(ft)' is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under 'lanes' is the total number of lanes, with the letter 'D' if the facility is divided.
- **Existing ROW:** The estimated existing right-of-way is based on the Road Characteristics shapefile from the NCDOT GIS Unit. These right-of-way amounts are approximate and may vary.
- **Existing and Proposed Capacity:** The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed using the NCLOS program, as documented in Chapter I.
- **Existing and Proposed AADT** (Annual Average Daily Traffic) volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2035 AADT with CTP' is an estimate of the volume in 2035 with all proposed CTP improvements assumed to be in place. The '2035 AADT with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter I.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.
- **CTP Classification:** The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Other Modes:** If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, and P= pedestrian).

# CTP INVENTORY AND RECOMMENDATIONS

HIGHWAY																	
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System				2035 Proposed System				CTP Classification	Tier	Other Modes		
					Cross-Section (ft)	lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)				Cross-Section	ROW (ft)
-	NC 49	Alamance Co - Lynch Store Rd (SR 1364)	Orange County	1.7	24	2	60	55	12,000	2,600	4,100	-	ADQ	-	Maj	Reg	-
-	NC 49	Lynch Store Rd (SR 1364) - Carr Store Rd / Corbett Ridge Rd (SR 1004)	Orange County	0.8	24	2	60	55	12,000	3,300	5,100	-	ADQ	-	Maj	Reg	-
-	NC 49	Carr Store Rd / Corbett Ridge Rd (SR 1004) - NC 86	Orange County	2.7	24	2	60	55	12,000	2,900	4,500	-	ADQ	-	Maj	Reg	-
ORAN0001-H / W-5318	NC 49	NC 86 - Caswell Co	Orange County	0.1	24	2	60	55	12,000	7,100	12,100	15,000	4B	150	Maj	Reg	T
-	NC 54	Alamance Co - Mebane Oaks Rd (SR 1007)	Orange County	0.6	24	2	120	55	12,000	5,400	9,200	-	ADQ	-	Maj	Reg	-
-	NC 54	Mebane Oaks Rd (SR 1007) - Morrow Mill Rd (SR 1958)	Orange County	2.8	24	2	120	55	12,000	5,400	9,200	-	ADQ	-	Maj	Reg	-
-	NC 54	Morrow Mill Rd (SR 1958) - Orange Grove Rd (SR 1006)	Orange County	0.8	24	2	120	55	12,000	5,400	9,200	-	ADQ	-	Maj	Reg	-
ORAN0002-H	NC 54	Orange Grove Rd (SR 1006) - Butler Rd (SR 1951) / Dodsons Cross Rd (SR 1102)	Orange County	1.6	24	2	120	55	12,000	8,700	14,800	15,000	4B	150	B	Reg	T
ORAN0002-H	NC 54	Butler Rd (SR 1951) / Dodsons Cross Rd (SR 1102) - Neville Rd (SR 1945) / Inside DCHC	Orange County	2.2	24	2	120	55	12,000	12,000	20,400	15,000	4B	150	B	Reg	T

HIGHWAY																	
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System				2035 Proposed System					Other Modes			
					Cross-Section (ft)   lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		CTP Classification	Tier	
-	NC 57	Phelps Rd (SR 1550) / DCHC - Schley Rd (SR 1548)	Orange County	1.8	20	2	100	55	12,000	4,900	7,600	-	ADQ	-	Maj	Reg	-
-	NC 57	Schley Rd (SR 1548) - Little River Church Rd (SR 1543)	Orange County	2.8	20	2	100	55	12,000	4,900	7,600	-	ADQ	-	Maj	Reg	-
-	NC 57	Little River Church Rd (SR 1543) - NC 157 (Guess Rd)	Orange County	0.8	20	2	100	55	12,000	3,700	5,800	-	ADQ	-	Maj	Reg	-
-	NC 57	NC 157 (Guess Rd) - Holly Ridge Rd (SR 1524) / New Sharon Church Rd (SR 1538)	Orange County	1.8	20	2	100	55	12,000	2,700	4,200	-	ADQ	-	Maj	Reg	-
-	NC 57	Holly Ridge Rd (SR 1524) / New Sharon Church Rd (SR 1538) - Person Co	Orange County	3.2	20	2	100	55	12,000	1,800	2,800	-	ADQ	-	Maj	Reg	-
ORAN0001-H / W-5318	NC 86	Coleman Loop Rd (SR 1334) / DCHC - Walnut Grove Church Rd (SR 1001)	Orange County	0.8	24	2	100	55	12,000	8300*	14,300	15,000	4B	150	E	Sta	T, B
ORAN0001-H / W-5318	NC 86	Walnut Grove Church Rd (SR 1001) - Carr Store Rd (SR 1352) / Sawmill Rd (SR 1545)	Orange County	2.3	24	2	100	55	12,000	4,800	8,200	15,000	4B	150	E	Sta	T
ORAN0001-H / W-5318	NC 86	Carr Store Rd (SR 1352) / Sawmill Rd (SR 1545) - Caviness Jordan Rd (SR 1506) / AADT Change	Orange County	1.6	24	2	60	55	12,000	4,800	8,200	15,000	4B	150	E	Sta	T, B
ORAN0001-H / W-5318	NC 86	Caviness Jordan Rd (SR 1506) / AADT Change - Efland-Cedar Grove Rd (SR 1357)	Orange County	2.3	24	2	60	55	12,000	4,200	7,100	15,000	4B	150	E	Sta	T
ORAN0001-H / W-5318	NC 86	Efland-Cedar Grove Rd (SR 1357) - NC 49	Orange County	1.9	24	2	60	55	12,000	4,400	7,500	15,000	4B	150	E	Sta	T
-	NC 86	NC 49 - Caswell Co	Concurrent with NC 49														

HIGHWAY																
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System				2035 Proposed System				CTP Classification	Tier	Other Modes	
					Cross-Section (ft)   lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
-	NC 157 (Guess Rd)	New Sharon Church Rd (SR 1538) / DCHC - Green Riley Rd (SR 1579) / AADT Change	Orange County	2.0	20	2	60	55	12,000	2,200	3,400	-	ADQ	-	Reg	-
-	NC 157 (Guess Rd)	Green Riley Rd (SR 1579) / AADT Change - NC 57	Orange County	1.0	20	2	60	55	12,000	2,100	3,300	-	ADQ	-	Reg	-
-	NC 157 (Guess Rd)	NC 57 - Holly Ridge Rd (SR 1524)	Orange County	2.8	20	2	60	55	12,000	2,400	3,700	-	ADQ	-	Reg	-
-	NC 157 (Guess Rd)	Holly Ridge Rd (SR 1524) - Person Co	Orange County	1.1	20	2	60	55	12,000	2,400	3,700	-	ADQ	-	Reg	-
-	Arthur Minnis Rd (SR 1115)	Orange Grove Rd (SR 1006) - Dodsons Cross Rd (SR 1102)	Orange County	1.2	22	2	60	55	12,000	380*	700	-	ADQ	-	Sub	-
ORAN0003-H	Arthur Minnis Rd (SR 1115)	Dodsons Cross Rd (SR 1102) - Rocky Ridge Rd / Arthur Minnis Rd (SR 1113)	Orange County	1.6	20	2	60	55	unsurfaced	2,300	3,900	12,000	2A	60	Sub	-
-	Arthur Minnis Rd (SR 1113)	Rocky Ridge Rd (SR 1113) / Arthur Minnis Rd (SR 1115) - Old NC 86 (SR 1009) / DCHC	Orange County	1.8	20	2	60	50	10,300	2,300	3,900	-	ADQ	-	Sub	-
-	Bradshaw Quarry Rd (SR 1100)	Mebane Oaks (SR 1007) - Teer Rd (SR 1100) / Bradshaw Quarry Rd (SR 1115)	Orange County	0.7	20	2	60	55	12,000	500*	900	-	ADQ	-	Sub	-
-	Bradshaw Quarry Rd (SR 1115)	Teer Rd / Bradshaw Quarry Rd (SR 1100) - Buckhorn Rd (SR 1114)	Orange County	3.1	20	2	60	55	12,000	500*	900	-	ADQ	-	Sub	-
-	Bradshaw Quarry Rd (SR 1115)	Buckhorn Rd (SR 1114) - Orange Grove Rd (SR 1006)	Orange County	1.2	24	2	60	55	12,000	990	1,700	-	ADQ	-	Sub	-

**HIGHWAY**

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System					2035 Proposed System					Other Modes	
					Cross-Section (ft)   lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification		Tier
ORAN0004-H	Buckhorn Rd (SR 1114)	Orange Grove Rd (SR 1006) - Bradshaw Quarry Rd (SR 1115)	Orange County	1.6	20	2	55	unsurfaced	750	1,200	12,000	2A	60	Min	Sub	B
-	Buckhorn Rd (SR 1114)	Bradshaw Quarry Rd (SR 1115) - Mount Willing Rd (SR 1120)	Orange County	3.2	20	2	55	12,000	750	1,200	12,000	ADQ	-	Min	Sub	-
-	Buckhorn Rd (SR 1114)	Mount Willing Rd (SR 1120) - W Ten Rd (SR 1146)	Orange County	2.2	20	2	55	12,000	1,500	2,100	12,000	ADQ	-	Min	Sub	-
ORAN0008-H	Buckhorn Rd Extension	Orange Grove Rd (SR 1006) - Dairyland Rd (SR 1177)	Orange County	0.7	New location					-	12,000	2A	60	Min	Sub	-
-	Butler Rd (SR 1951)	White Cross Rd (SR 1952) - NC 54	Orange County	1.0	20	2	55	12,000	940	1,500	12,000	ADQ	-	Min	Sub	-
-	Carr Store Rd (SR 1004)	NC 49 - Pentecost Rd (SR 1361) / AADT Change	Orange County	2.1	20	2	55	12,000	800	1,100	12,000	ADQ	-	Min	Sub	-
-	Carr Store Rd (SR 1004)	Pentecost Rd (SR 1361) / AADT Change - Mill Creek Rd (SR 1343)	Orange County	1.1	20	2	55	12,000	830*	1,200	12,000	ADQ	-	Min	Sub	-
-	Carr Store Rd (SR 1004)	Mill Creek Rd (SR 1343) - Speed Limit Change	Orange County	1.1	20	2	55	12,000	1,100	1,600	12,000	ADQ	-	Min	Sub	-
-	Carr Store Rd (SR 1004)	Speed Limit Change - Efland-Cedar Grove Rd (SR 1004 / SR 1357) / Carr Store Rd (SR 1352)	Orange County	0.3	20	2	45	6,200	1,100	1,600	6,200	ADQ	-	Min	Sub	-
-	Carr Store Rd (SR 1352)	Efland-Cedar Grove Rd (SR 1004 / SR 1357) / Carr Store Rd (SR 1352) - NC 86	Orange County	2.0	20	2	45	6,200	1300*	1,900	6,200	ADQ	-	Min	Sub	-
-	Claibornes Rd (SR 1367)	Alamance Co - Corbett Ridge Rd (SR 1004)	Orange County	1.0	20	2	55	12,000	650*	800	12,000	ADQ	-	Min	Sub	-

HIGHWAY																	
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System					2035 Proposed System					Other Modes		
					Cross-Section (ft)   lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification		Tier	
-	Coleman Loop Rd (SR 1334)	Highland Farm Rd / Coleman Loop Rd (SR 1332) - NC 86	Orange County	1.1	20	2	60	45	6,200	390	500	-	ADQ	-	Min	Sub	-
-	Corbett Ridge Rd (SR 1004)	Caswell Co - Claibornes Rd (SR 1367)	Orange County	0.4	18	2	-	55	10,900	650*	900	-	ADQ	-	Min	Sub	-
-	Corbett Ridge Rd (SR 1004)	Claibornes Rd (SR 1367) - NC 49	Orange County	2.2	18	2	-	55	10,900	650*	900	-	ADQ	-	Min	Sub	-
-	Crawford Dairy Rd (SR 1956)	Chatham Co - Old Greensboro Rd (SR 1005)	Orange County	1.5	20	2	60	55	12,000	600*	800	-	ADQ	-	Min	Sub	-
-	Dairyland Rd (SR 1177)	Orange Grove Rd (SR 1006) - Dodsons Cross Rd (SR 1102)	Orange County	1.9	24	2	100	50	12,000	810	1,000	-	ADQ	-	Min	Sub	-
-	Dodsons Cross Rd (SR 1102)	NC 54 - Speed Limit Change	Orange County	2.7	22	2	60	55	12,000	1800*	2,800	-	ADQ	-	Min	Sub	-
-	Dodsons Cross Rd (SR 1102)	Speed Limit Change - Dairyland Rd (SR 1177)	Orange County	0.7	22	2	60	45	6,200	1800*	2,800	-	ADQ	-	Min	Sub	-
-	Dodsons Cross Rd (SR 1102)	Dairyland Rd (SR 1177) - Arthur Minnis Rd (SR 1115)	Orange County	1.6	20	2	-	45	6,200	1800*	2,800	-	ADQ	-	Min	Sub	-
-	Dodsons Cross Rd (SR 1102)	Arthur Minnis Rd (SR 1115) - Orange Grove Rd (SR 1006)	Orange County	1.2	20	2	-	45	6,200	770*	1,200	-	ADQ	-	Min	Sub	-

HIGHWAY																
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System				2035 Proposed System					Other Modes		
					Cross-Section (ft)   lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		CTP Classification	Tier
-	(N) Efland-Cedar Grove Rd (SR 1004)	Harmony Church Rd (SR 1339) / Brookhollow Rd (SR 1338) / DCHC - Highland Farm Rd (SR 1332)	Orange County	2.0	20	2	55	12,000	1900*	3,600	-	ADQ	-	Min	Sub	-
SPOT ID # 559 / W-5143	(N) Efland-Cedar Grove Rd (SR 1004)	Highland Farm Rd (SR 1332) - Speed Limit Change	Orange County	1.4	20	2	55	12,000	2100*	3,900	12,000	2A <sup>1</sup>	60	Min	Sub	B
SPOT ID # 559 / W-5143	(N) Efland-Cedar Grove Rd (SR 1004)	Speed Limit Change - Carr Store Rd (SR 1004 / SR 1352)	Orange County	0.1	20	2	45	6,200	2100*	3,900	6,200	2B <sup>1</sup>	60	Min	Sub	B
-	Efland-Cedar Grove Rd (SR 1357)	Carr Store Rd (SR 1004 / SR 1352) - Speed Limit Change	Orange County	0.3	20	2	45	6,200	980*	1,800	-	ADQ	-	Min	Sub	-
-	Efland-Cedar Grove Rd (SR 1357)	Speed Limit Change - NC 86	Orange County	3.1	20	2	55	12,000	980*	1,800	-	ADQ	-	Min	Sub	-
-	High Rock Rd (SR 1340)	Alamance Co - Mill Creek Rd (SR 1343)	Orange County	2.7	20	2	55	12,000	740*	1,200	-	ADQ	-	Min	Sub	-
-	High Rock Rd (SR 1340)	Mill Creek Rd (SR 1343) - Ira Rd (SR 1341) / DCHC	Orange County	2.0	20	2	55	12,000	740*	1,200	-	ADQ	-	Min	Sub	-
-	Highland Farm Rd (SR 1332)	Efland-Cedar Grove Rd (SR 1004) - Coleman Loop Rd (SR 1334)	Orange County	3.1	20	2	55	12,000	680*	1,000	-	ADQ	-	Min	Sub	-
-	Holly Ridge Rd (SR 1524)	NC 57 - Hall Dairy Rd (SR 1525) / AADT Change	Orange County	0.8	20	2	55	12,000	460*	600	-	ADQ	-	Min	Sub	-
-	Holly Ridge Rd (SR 1524)	Hall Dairy Rd (SR 1525) / AADT Change - NC 157 (Guess Rd)	Orange County	1.7	20	2	55	12,000	610	800	-	ADQ	-	Min	Sub	-
-	Jones Ferry Rd (SR 1942)	Chatham Co - Ferguson Rd (SR 1948) / DCHC	Orange County	0.9	24	2	55	12,000	3,500	6,000	-	ADQ	-	Min	Sub	-

**HIGHWAY**

Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System					2035 Proposed System					Other Modes	
					Cross-Section (ft)   lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification		Tier
-	Little River Church Rd (SR 1543)	Walnut Grove Church Rd (SR 1001) - Hawkins Rd (SR 1508) / AADT Change	Orange County	3.0	18	2	55	10,900	610	800	-	ADQ	-	Min	Sub	-
-	Little River Church Rd (SR 1543)	Hawkins Rd (SR 1508) / AADT Change - NC 57	Orange County	1.0	18	2	55	10,900	580*	700	-	ADQ	-	Min	Sub	-
ORAN0005-H	Little River Church Rd Extension	Walnut Grove Church Rd (SR 1001) - Sawmill Rd E (SR 1545)	Orange County	0.8	New location					-	12,000	2A	60	Min	Sub	-
-	Lynch Store Rd (SR 1364)	Alamance Co - NC 49	Orange County	3.5	20	2	55	12,000	690*	900	-	ADQ	-	Min	Sub	-
ORAN0006-H	Mebane Oaks Rd (SR 1007)	NC 54 - Bradshaw Quarry Rd (SR 1100)	Orange County	1.1	22	2	45	6,200	2,300	4,200	6,200	2B <sup>1</sup>	60	Min	Sub	-
ORAN0006-H	Mebane Oaks Rd (SR 1007)	Bradshaw Quarry Rd (SR 1100) - Alamance Co	Orange County	0.8	22	2	45	6,200	2,300	4,200	6,200	2B <sup>1</sup>	60	Min	Sub	-
ORAN0006-H	Mebane Oaks Rd (SR 1007)	Alamance Co - Oak Grove Church Rd (SR 1117)	Orange County	1.4	22	2	45	6,200	3000*	5,500	6,200	2B <sup>1</sup>	60	Min	Sub	-
ORAN0006-H	Mebane Oaks Rd (SR 1007)	Oak Grove Church Rd (SR 1117) - Alamance Co	Orange County	1.5	22	2	45	6,200	3,900	5,500	6,200	2B <sup>1</sup>	60	Min	Sub	-
-	Mill Creek Rd (SR 1343)	W Lebanon Rd (SR 1306) / DCHC - Doe Run Rd (SR 1343/1344)	Orange County	0.3	20	2	55	12,000	1800*	2,600	-	ADQ	-	Min	Sub	-
-	Mill Creek Rd (SR 1343)	Doe Run Rd (SR 1343/1344) - High Rock Rd (SR 1340)	Orange County	1.5	20	2	55	12,000	1800*	2,600	-	ADQ	-	Min	Sub	-
-	Mill Creek Rd (SR 1343)	High Rock Rd (SR 1340) - Harmony Church Rd (SR 1341) / AADT Change	Orange County	1.4	20	2	55	12,000	1,700	2,400	-	ADQ	-	Min	Sub	-
-	Mill Creek Rd (SR 1343)	Harmony Church Rd (SR 1341) / AADT Change - Carr Store Rd (SR 1004)	Orange County	2.3	20	2	55	12,000	730*	1,000	-	ADQ	-	Min	Sub	-

HIGHWAY																	
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System					2035 Proposed System					Other Modes		
					Cross-Section (ft)   lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification		Tier	
-	Morrow Mill Rd (SR 1958)	Orange Chapel Clover Garden Rd (SR 1956) - NC 54	Orange County	1.4	20	2	60	55	12,000	1,200	1,500	-	ADQ	-	Min	Sub	-
-	Mount Willing Rd (SR 1120)	Oak Grove Church Rd (SR 1117) - Holly Hill Rd / AADT Change	Orange County	0.5	20	2	-	55	12,000	590*	900	-	ADQ	-	Min	Sub	-
-	Mount Willing Rd (SR 1120)	Holly Hill Rd / AADT Change - Buckhorn Rd (SR 1114)	Orange County	1.7	20	2	-	55	12,000	630*	1,000	-	ADQ	-	Min	Sub	-
-	Mount Willing Rd (SR 1120)	Buckhorn Rd (SR 1114) - Speed Limit Change	Orange County	2.9	20	2	-	55	12,000	900	1,400	-	ADQ	-	Min	Sub	-
-	Mount Willing Rd (SR 1120)	Speed Limit Change - W Ten Rd (SR 1146) / Inside DCHC	Orange County	0.8	20	2	-	45	6,200	1900*	3,000	-	ADQ	-	Min	Sub	-
-	New Sharon Church Rd (SR 1538)	Walker Rd (SR 1553) / DCHC - Schley Rd (SR 1548)	Orange County	2.2	20	2	60	55	12,000	1600*	2,500	-	ADQ	-	Min	Sub	-
-	New Sharon Church Rd (SR 1538)	Schley Rd (SR 1548) - Terry Rd (SR 1573) / AADT Change	Orange County	1.1	20	2	60	55	12,000	1,600	2,500	-	ADQ	-	Min	Sub	-
-	New Sharon Church Rd (SR 1538)	Terry Rd (SR 1573) / AADT Change - NC 157 (Guess Rd)	Orange County	1.9	20	2	60 - 110	55	12,000	1400*	2,200	-	ADQ	-	Min	Sub	-
-	New Sharon Church Rd (SR 1538)	NC 157 (Guess Rd) - NC 57	Orange County	3.0	20	2	60	55	12,000	1800*	2,800	-	ADQ	-	Min	Sub	-
-	Oak Grove Church Rd (SR 1117)	Mebane Oaks Rd (SR 1007) / DCHC - Mount Willis Rd (SR 1120)	Orange County	0.6	20	2	60	55	12,000	1,100	1,700	-	ADQ	-	Min	Sub	-

HIGHWAY																
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System					2035 Proposed System					Other Modes	
					Cross-Section (ft)   lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	CTP Classification		Tier
-	Old Greensboro Rd (SR 1005)	Alamance Co - Crawford Dairy Rd / Orange Chapel Clover Garden Rd (SR 1956)	Orange County	0.9	24	2	55	12,000	2800*	4,800	-	ADQ	-	Min	Sub	-
-	Old Greensboro Rd (SR 1005)	Crawford Dairy Rd / Orange Chapel Clover Garden Rd (SR 1956) - Wildcat Creek Rd (SR 1953) / AADT Change	Orange County	1.7	24	2	55	12,000	2800*	4,800	-	ADQ	-	Min	Sub	-
-	Old Greensboro Rd (SR 1005)	Wildcat Creek Rd (SR 1953) / AADT Change - White Cross Rd (SR 1951)	Orange County	1.1	24	2	55	12,000	2,400	4,100	-	ADQ	-	Min	Sub	-
-	Old Greensboro Rd (SR 1005)	White Cross Rd (SR 1951) - Carl Durham Rd (SR 1950) / AADT Change	Orange County	1.4	24	2	55	12,000	2900*	5,000	-	ADQ	-	Min	Sub	-
-	Old Greensboro Rd (SR 1005)	Carl Durham Rd (SR 1950) / AADT Change - Bowden Rd (SR 1946) / Inside DCHC	Orange County	1.6	20	2	55	12,000	4,000	6,800	-	ADQ	-	Min	Sub	-
ORAN0007-H	Old NC 86 (SR 1009)	Arthur Minnis Rd (SR 1113) / DCHC - Davis Rd (SR 1129) / DCHC	Orange County	2.1	22	2	45	6,200	3,500	6,400	6,200	2B <sup>1</sup>	60	Min	Sub	-
-	Orange Chapel Clover Garden Rd (SR 1956)	Old Greensboro Rd (SR 1005) - Morrow Mill Rd (SR 1958)	Orange County	2.0	20	2	55	12,000	820	1,000	-	ADQ	-	Min	Sub	-

HIGHWAY																
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System				2035 Proposed System				CTP Classification	Tier	Other Modes	
					Cross-Section (ft)   lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
-	Orange Grove Rd (SR 1006)	NC 54 - Teer Rd (SR 1101) / AADT Change	Orange County	2.5	22	2	55	12,000	1300*	1,900	-	ADQ	-	Min	Sub	-
-	Orange Grove Rd (SR 1006)	Teer Rd (SR 1101) / AADT Change - Dairyland Rd (SR 1177)	Orange County	0.9	22	2	55	12,000	980*	1,400	-	ADQ	-	Min	Sub	-
-	Orange Grove Rd (SR 1006)	Dairyland Rd (SR 1177) - Buckhorn Rd (SR 1114)	Orange County	0.2	22	2	55	12,000	980*	1,400	-	ADQ	-	Min	Sub	-
-	Orange Grove Rd (SR 1006)	Buckhorn Rd (SR 1114) - Speed Limit Change	Orange County	0.8	22	2	55	12,000	980*	1,400	-	ADQ	-	Min	Sub	-
-	Orange Grove Rd (SR 1006)	Speed Limit Change - Arthur Minnis Rd / Bradshaw Quarry Rd (SR 1115)	Orange County	0.4	22	2	45	6,200	980*	1,400	-	ADQ	-	Min	Sub	-
-	Orange Grove Rd (SR 1006)	Arthur Minnis Rd / Bradshaw Quarry Rd (SR 1115) - Dodsons Cross Rd (SR 1102)	Orange County	1.6	22	2	45	6,200	980*	1,400	-	ADQ	-	Min	Sub	-
-	Orange Grove Rd (SR 1006)	Dodsons Cross Rd (SR 1102) - Dimmicks Mill Rd (SR 1134) / DCHC	Orange County	2.1	20	2	45	6,200	2,400	3,700	-	ADQ	-	Min	Sub	-
-	Sawmill Rd E (SR 1545)	Wilkerson Rd (SR 1507) - Walnut Grove Church Rd (SR 1001)	Orange County	0.4	20	2	55	12,000	1,200	1,700	-	ADQ	-	Min	Sub	-
-	Sawmill Rd W (SR 1545)	NC 86 - Speed Limit Change	Orange County	0.7	20	2	45	6,200	1,200	1,700	-	ADQ	-	Min	Sub	-
-	Sawmill Rd W (SR 1545)	Speed Limit Change - Wilkerson Rd (SR 1507)	Orange County	0.6	20	2	55	12,000	1,200	1,700	-	ADQ	-	Min	Sub	-
-	Saxapahaw Rd (SR 1961)	Alamance Co - NC 54	Orange County	0.4	20	2	45	6,200	2,000	3,100	-	ADQ	-	Min	Sub	-
-	Schley Rd (SR 1548)	NC 57 - New Sharon Church Rd (SR 1538)	Orange County	3.1	18	2	55	12,000	1100*	1,600	-	ADQ	-	Min	Sub	-

HIGHWAY																
Local ID	Facility	Section (From - To)	Jurisdiction	Dist. (mi)	2007 Existing System				2035 Proposed System				CTP Classification	Tier	Other Modes	
					Cross-Section (ft) lanes	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd)	2007 AADT (2006*)	2035 AADT with CTP	Proposed Capacity (vpd)	Cross-Section				ROW (ft)
-	Walnut Grove Church Rd (SR 1001)	NC 86 - Wilkerson Rd (SR 1507)	Orange County	2.4	20	2	55	12,000	2,600	4,100	-	ADQ	-	Min	Sub	B
-	Walnut Grove Church Rd (SR 1001)	Wilkerson Rd (SR 1507) - Sawmill Rd (SR 1545)	Orange County	0.6	20	2	55	12,000	2,600	4,100	-	ADQ	-	Min	Sub	B
-	Walnut Grove Church Rd (SR 1001)	Sawmill Rd (SR 1545) - Little River Church Rd (SR 1543)	Orange County	0.3	20	2	55	12,000	1600*	2,500	-	ADQ	-	Min	Sub	B
-	Walnut Grove Church Rd (SR 1001)	Little River Church Rd (SR 1543) - Person Co	Orange County	4.2	20	2	55	12,000	1,200	1,900	-	ADQ	-	Min	Sub	B
-	White Cross Rd (SR 1951)	Chatham Co - Old Greensboro Rd (SR 1005)	Orange County	1.8	20	2	55	12,000	1200*	1,900	-	ADQ	-	Min	Sub	-
-	White Cross Rd (SR 1951)	Old Greensboro Rd (SR 1005) - Butler Rd (SR 1951)	Orange County	1.0	20	2	55	12,000	1200*	1,900	-	ADQ	-	Min	Sub	-
-	Wilkerson Rd (SR 1507)	Walnut Grove Church Rd (SR 1001) - Sawmill Rd (SR 1545)	Orange County	0.5	20	2	55	12,000	640	900	-	ADQ	-	Min	Sub	-
-	Wilkerson Rd (SR 1507)	Sawmill Rd (SR 1545) - Hurdle Mills Rd (SR 1506)	Orange County	1.3	20	2	55	12,000	550	800	-	ADQ	-	Min	Sub	-
-	Wilkerson Rd (SR 1507)	Hurdle Mills Rd (SR 1506) - Person Co	Orange County	0.1	18	2	55	12,000	550	800	-	ADQ	-	Min	Sub	-

<sup>1</sup> Add turn lanes where needed.

**PUBLIC TRANSPORTATION AND RAIL**

PUBLIC TRANSPORTATION							
Local ID	Facility/ Route	Section (From - To)	Speed Limit (mph)	Distance (mi)	Existing System Type	Proposed System Type	Other Modes
ORAN0001-T	NC 54 <sup>1</sup>	Alamance Co - Neville Rd (SR 1945) / Inside DCHC	55	8.0	None	Bus	H
ORAN0002-T	NC 86 <sup>2</sup> and NC 49/86	Coleman Loop Rd (SR 1334) / DCHC - Caswell Co	55	8.9	None	Bus	H, B

<sup>1</sup> Park-and-ride lot (ORAN0003-T) proposed on NC 54 at White Cross Rd (SR 1951).

<sup>2</sup> Park-and-ride lot (ORAN0004-T) proposed on NC 86 at Cedar Grove Park.

**BICYCLE AND PEDESTRIAN**

BICYCLE <sup>1</sup>									
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System		Proposed System		Other Modes	
				Cross-Section (ft)	lanes	Type	Cross-Section		
-	NC Bike Route 2 / Mountains to Sea Trail (along Old Greensboro Rd (SR 1005))	Alamance Co - Carl Durham Rd (SR 1950)	5.3	24	2	ADQ	ADQ	-	
ORAN0002-B	NC Bike Route 2 / Mountains to Sea Trail (along Old Greensboro Rd (SR 1005))	Carl Durham Rd (SR 1950) - Bowden Rd (SR 1946) / Inside DCHC	1.6	20	2	On Road	2A	-	
ORAN0009-B	NC 49	McDade Store Rd (SR 1361) - Caswell Co	1.3	24	2	On Road	2A	H, T	
-	NC 54	Alamance Co - Neville Rd (SR 1945) / Inside DCHC	8.0	24	2	ADQ	ADQ	-	
ORAN0001-B	NC 86	Carr Store Rd (SR 1352) / Sawmill Rd W (SR 1545) - Park and Ride lot at Cedar Grove Park	0.3	24	2	On Road <sup>2</sup>	2A <sup>2</sup>	H, T	
ORAN0004-B	NC 86	Phelps Rd (SR 1551) - Walnut Grove Church Rd (SR 1001)	0.5	24	2	On Road <sup>2</sup>	2A <sup>2</sup>	H, T	
ORAN0007-B	Eiland-Cedar Grove Rd (SR 1357)	Carr Store Rd (SR 1004/1352) - McDade Store Rd (SR 1358/1354)	1.5	20	2	On Road	2A	-	
ORAN0003-B	Jones Ferry Rd (SR 1942)	Chatham Co - Ferguson Rd (SR 1948) / DCHC	0.9	24	2	On Road	2A	-	
ORAN0010-B	W Lebanon Rd (SR 1306)	Saddle Club Rd (SR 1346) - Mill Creek Rd (SR 1345)	0.6	24	2	On Road	2A	-	
-	Mebane Oaks Rd (SR 1007) / Alamance County Bicycle Route	Alamance Co - Alamance Co	1.4	22	2	ADQ	ADQ	-	
ORAN0008-B	McDade Store Rd (SR 1361)	Pentecost Rd (SR 1361) / McDade Store Rd (SR 1358) - NC 49	1.0	24	2	On Road	2A	-	
SPOT ID # 1160 <sup>3</sup>	Orange Grove Road (SR 1006) / Buckhorn Road (SR 1114)	Dairyland Road (SR 1177) to West Ten Road (SR 1146) / Inside DCHC	7.3	20 - 22	2	On Road	2A	-	
EB-5520 <sup>3</sup>	Orange Grove Road (SR 1006)	NC 54 - Arthur Minnis Road (SR 1115)	4.9	20 - 22	2	On Road	2A	-	
ORAN0006-B	Schley Rd (SR 1548)	Walnut Grove Church Rd (SR 1001) - New Sharon Church Rd (SR 1538) / DCHC	6.2	18	2	On Road	2A	-	
ORAN0005-B	Walnut Grove Church Rd (SR 1001)	NC 86 - Pearson Rd (SR 1544)	3.0	20	2	On Road	2A	-	

<sup>1</sup> For all other CTP bicycle recommendations, see the 1999 Orange County Bicycle Transportation Plan.

<sup>2</sup> Cross section 2A will suffice for more immediate improvements, but the ultimate 4-lane expressway cross section for NC 86 in the future could require an off-road facility to maintain this connection for bicycles.

<sup>3</sup> These projects include a small portion of overlap on Orange Grove Road.

**PEDESTRIAN <sup>4</sup>**

<sup>4</sup> For all CTP pedestrian recommendations, see the pedestrian plan under development by Orange County.

## Appendix D Typical Cross Sections

Cross section requirements for roadways vary according to the capacity and level of service to be provided. Universal standards in the design of roadways are not practical. Each roadway section must be individually analyzed and its cross section determined based on the volume and type of projected traffic, existing capacity, desired level of service, and available right-of-way. These cross sections are typical for facilities on new location and where right-of-way constraints are not critical. For widening projects and urban projects with limited right-of-way, special cross sections should be developed that meet the needs of the project.

The typical cross sections were updated on December 7, 2010 to support the Department's "Complete Streets" policy that was adopted in July 2009. This guidance established design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. These "typical" cross sections should be used as preliminary guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right of way limits for projects will be established through the preparation of the National Environmental Policy Act (NEPA) documentation and through final plan preparation.

On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following situations:

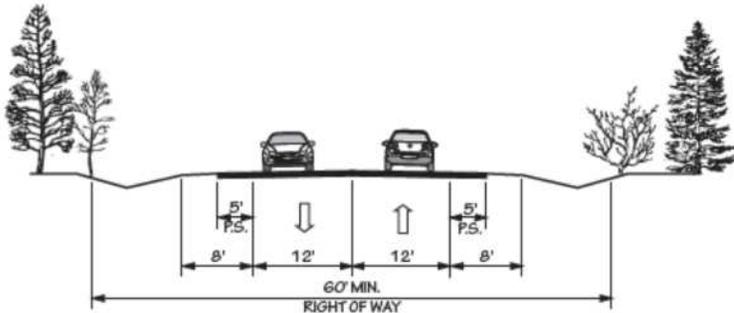
- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient, and
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment.
- roadways which may need to accommodate an additional transportation mode

Figure 10

# TYPICAL HIGHWAY CROSS SECTIONS 2 LANES

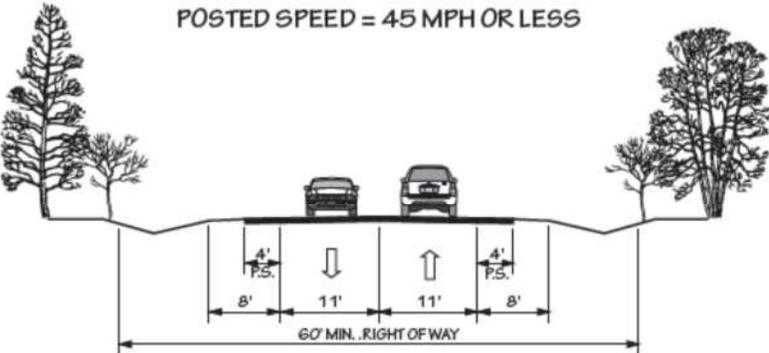
2 A

WIDE PAVED SHOULDERS  
POSTED SPEED = 55 MPH



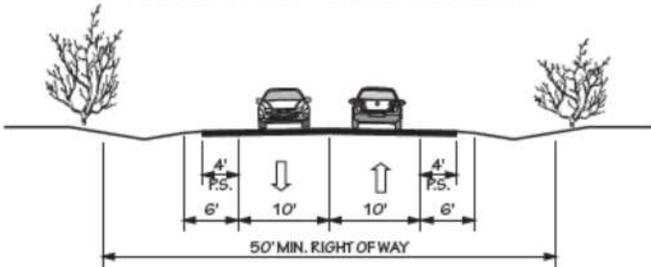
2 B

WIDE PAVED SHOULDERS  
POSTED SPEED = 45 MPH OR LESS



2 C

WIDE PAVED SHOULDERS  
POSTED SPEED = 35 MPH OR LESS

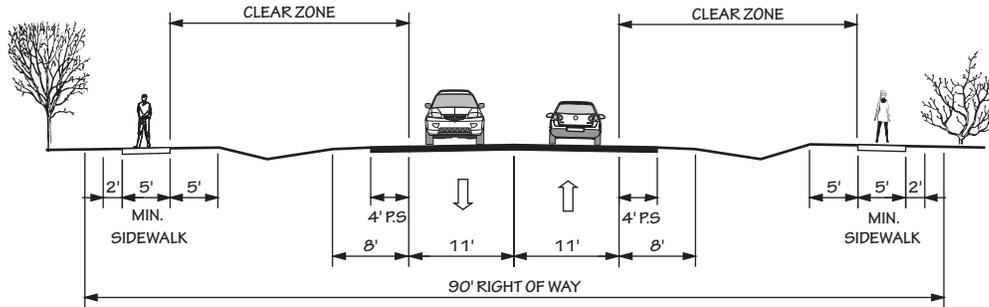


# TYPICAL HIGHWAY CROSS SECTIONS<sup>101</sup>

## 2 LANES

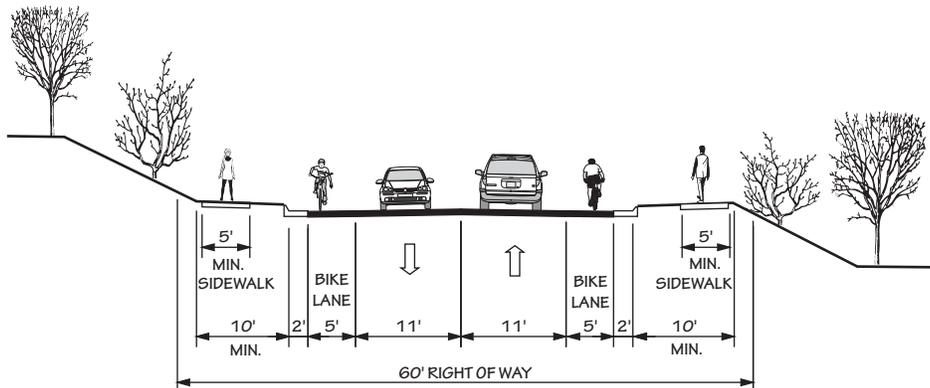
### 2 D

SIDEWALK PLACEMENT BEHIND A ROADWAY DITCH



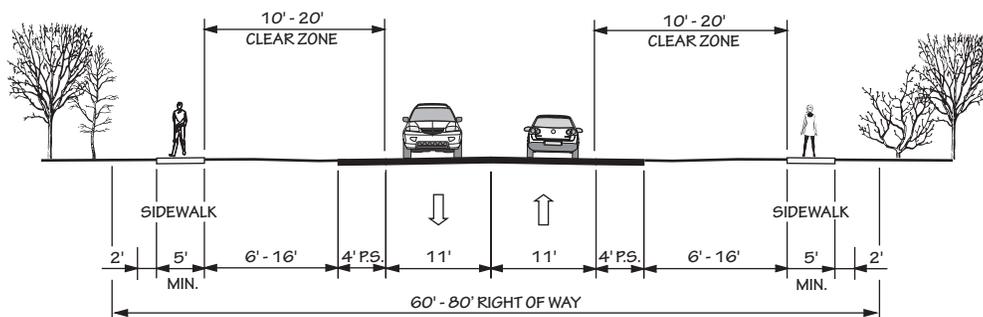
### 2 E

CURB AND GUTTER WITH BIKE LANES AND SIDEWALKS



### 2 F

BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH  
(20 MPH TO 45 MPH)  
(TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)

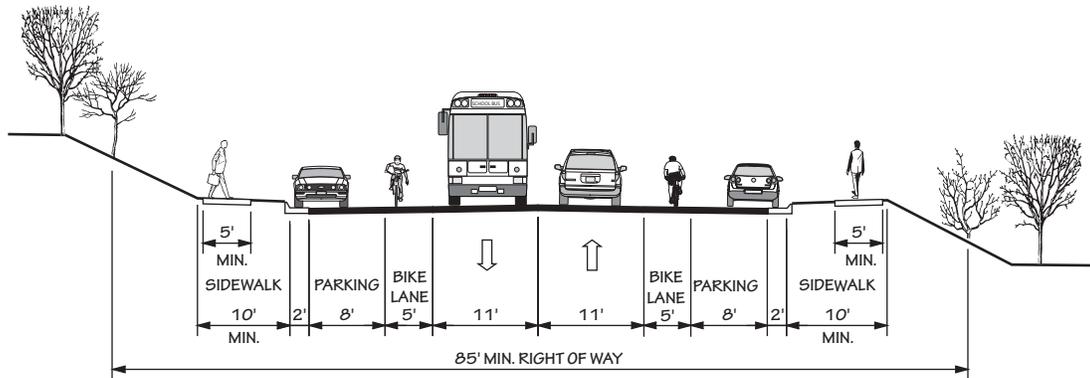


# TYPICAL HIGHWAY CROSS SECTIONS

## 2 LANES

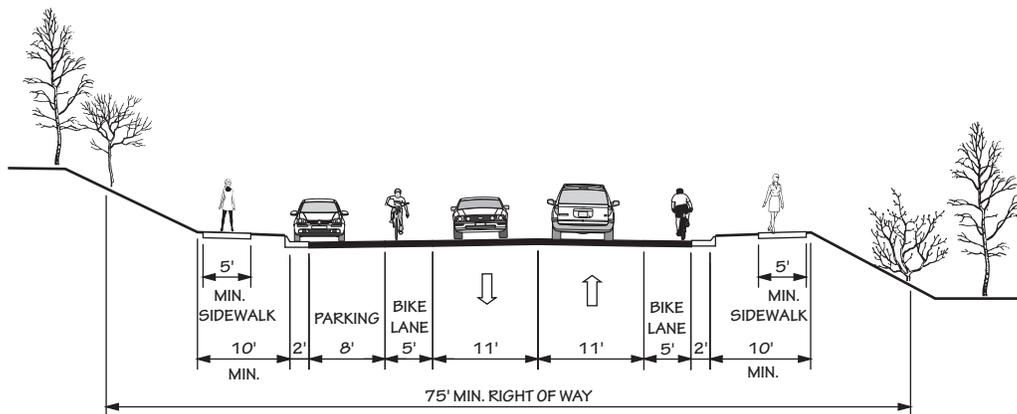
### 2 G

CURB & GUTTER - PARKING ON EACH SIDE



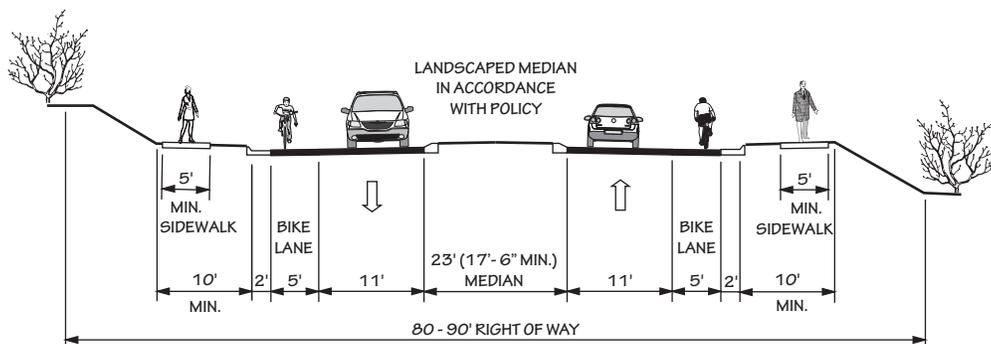
### 2 H

CURB & GUTTER - PARKING ON ONE SIDE



### 2 I

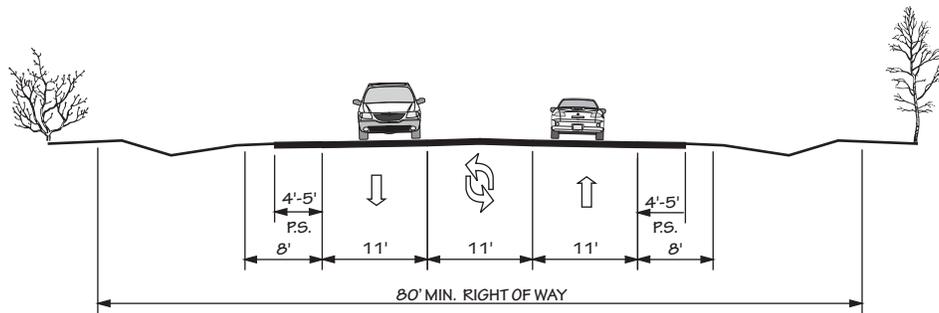
RAISED MEDIAN WITH CURB & GUTTER



## 3 LANES

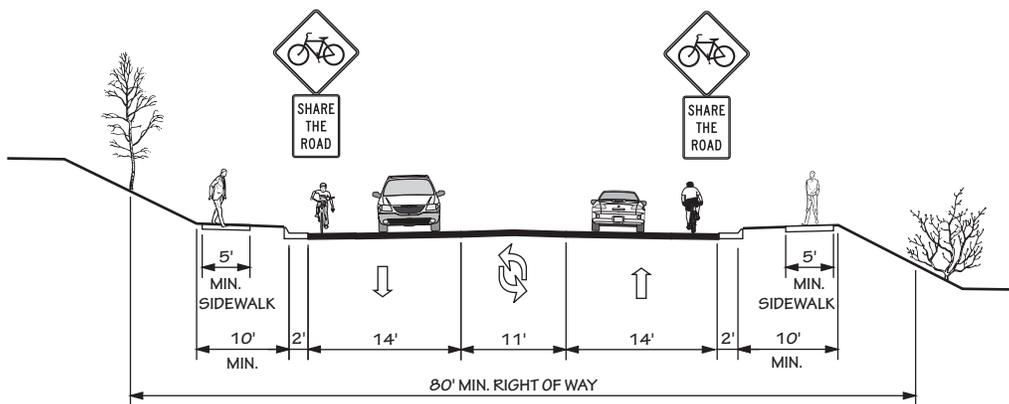
### 3 A

WIDE PAVED SHOULDERS

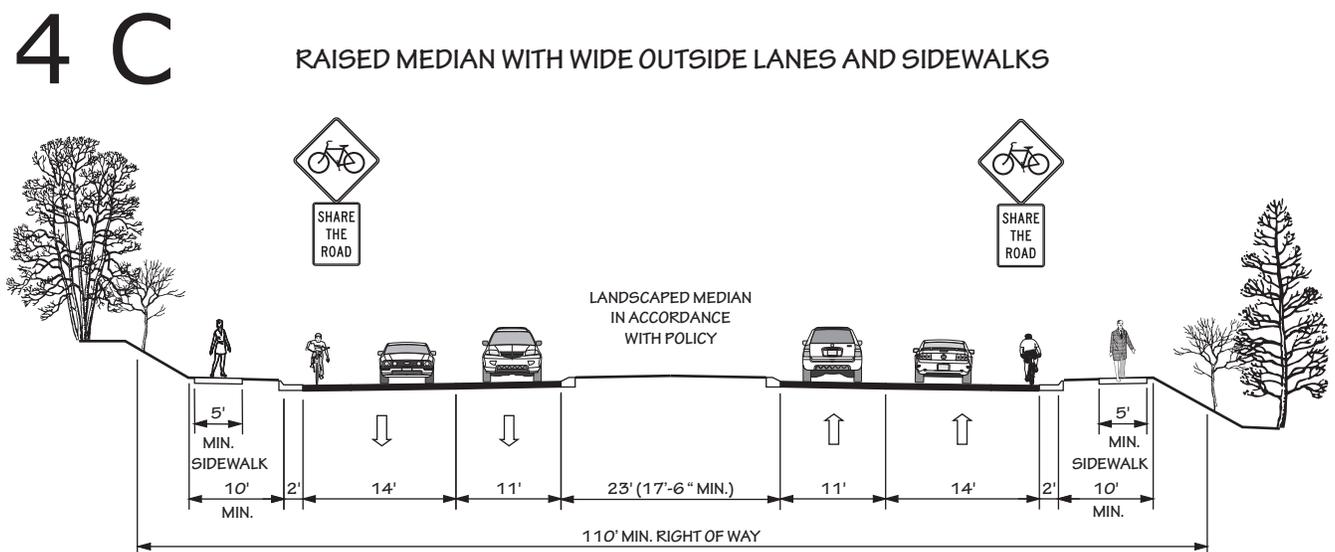
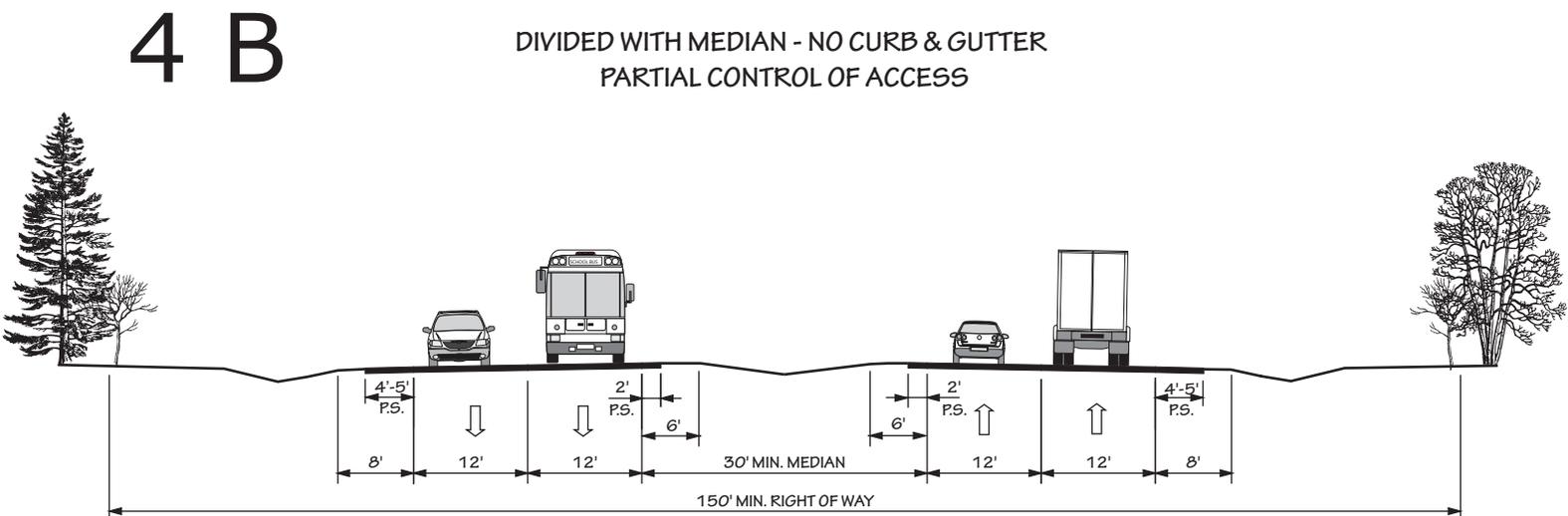
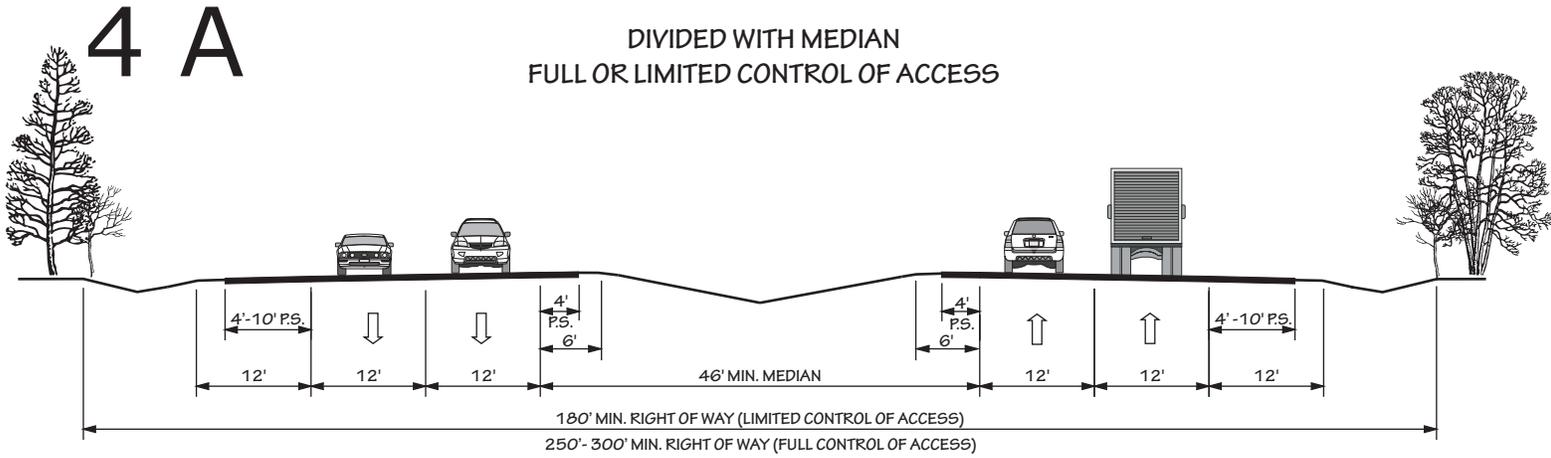


### 3 B

CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



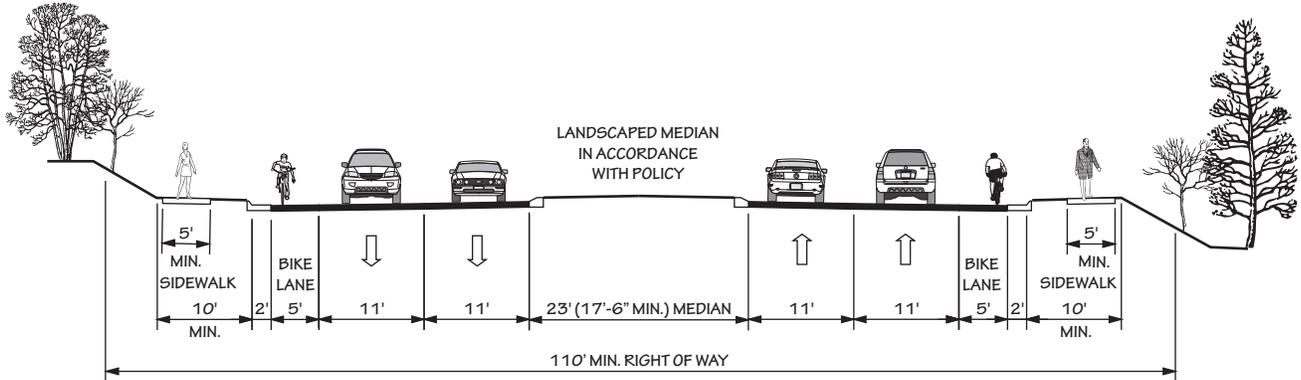
## 4 LANES



## 4 LANES

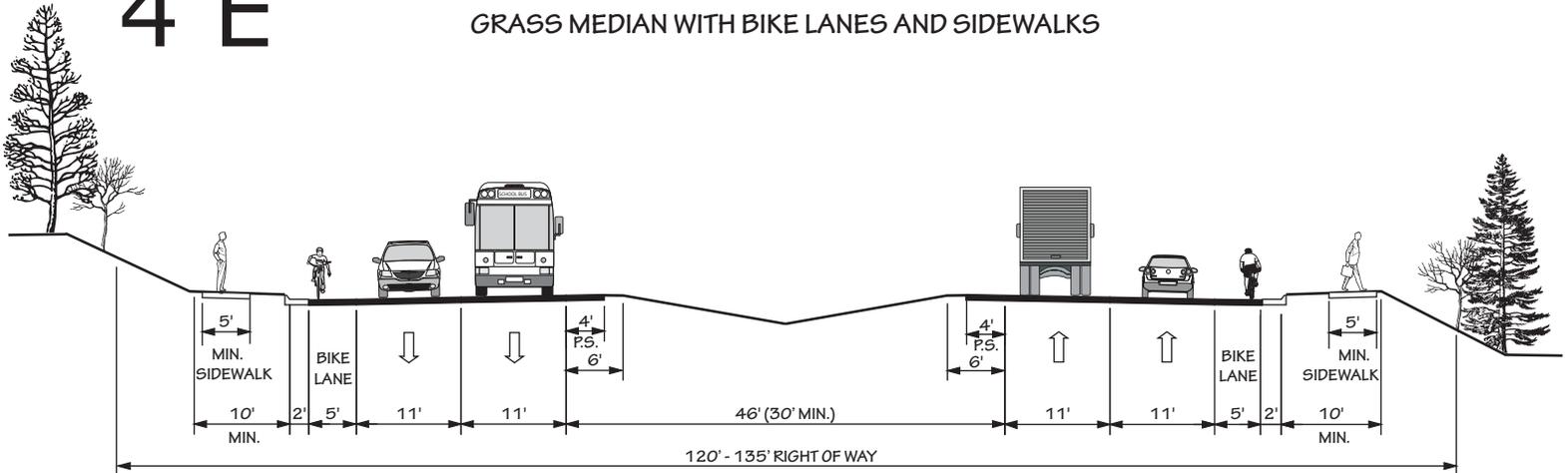
### 4 D

RAISED MEDIAN - CURB & GUTTER WITH BIKE LANES AND SIDEWALKS



### 4 E

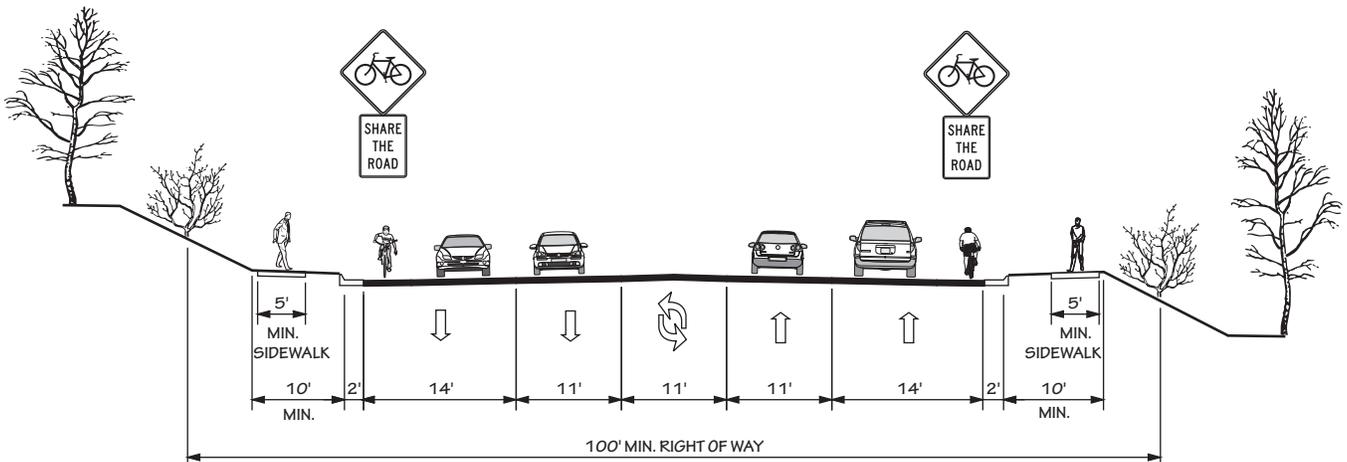
GRASS MEDIAN WITH BIKE LANES AND SIDEWALKS



## 5 LANES

### 5 A

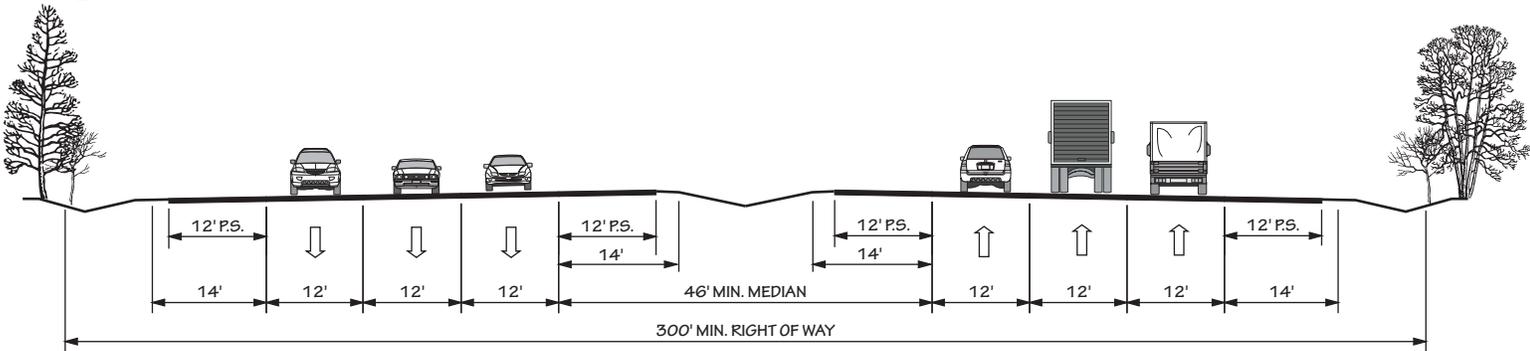
WIDE OUTSIDE LANES



## 6 LANES

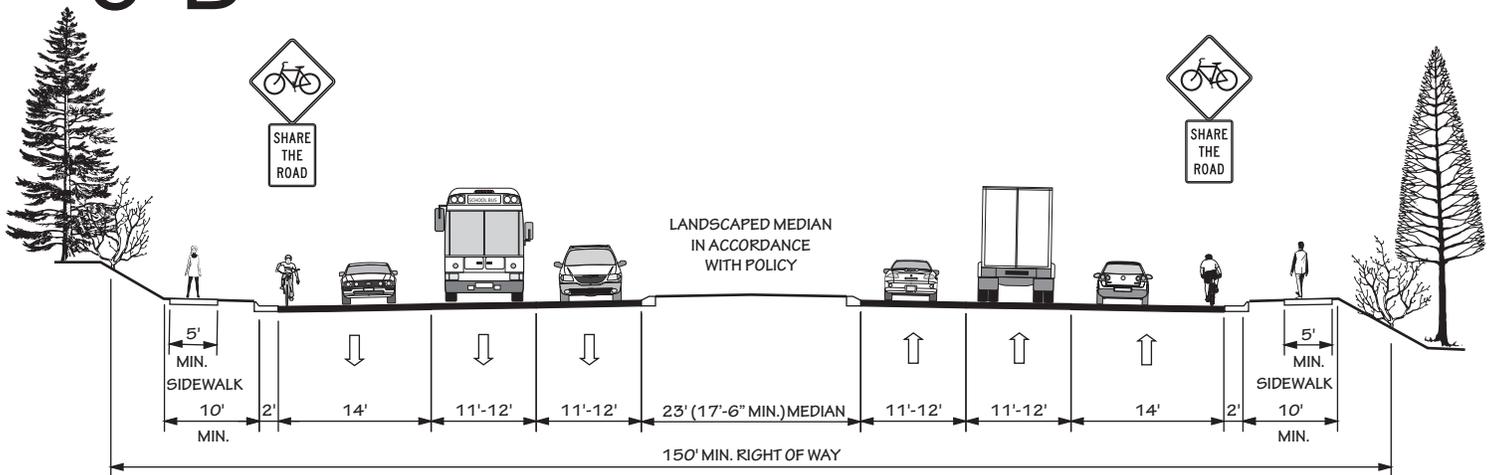
### 6 A

DIVIDED WITH GRASS MEDIAN



### 6 B

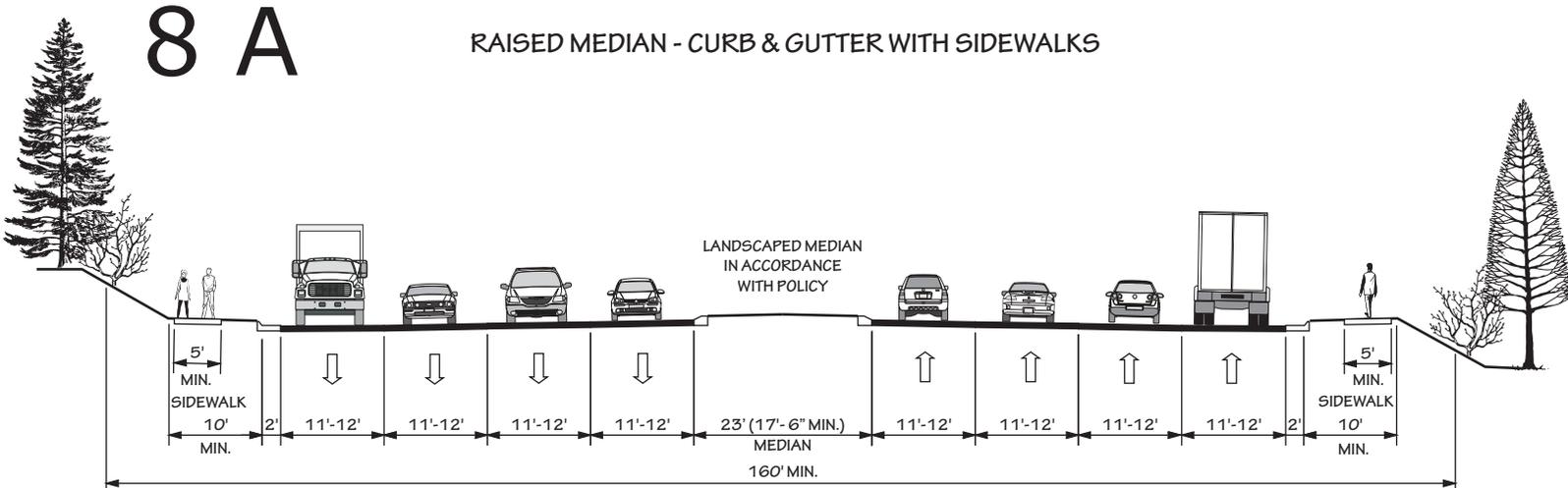
RAISED MEDIAN - CURB & GUTTER WITH WIDE OUTSIDE LANES AND SIDEWALKS



## 8 LANES

### 8 A

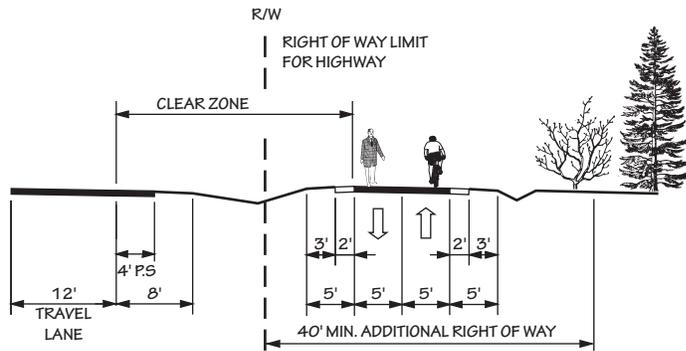
RAISED MEDIAN - CURB & GUTTER WITH SIDEWALKS



# TYPICAL MULTI - USE PATH

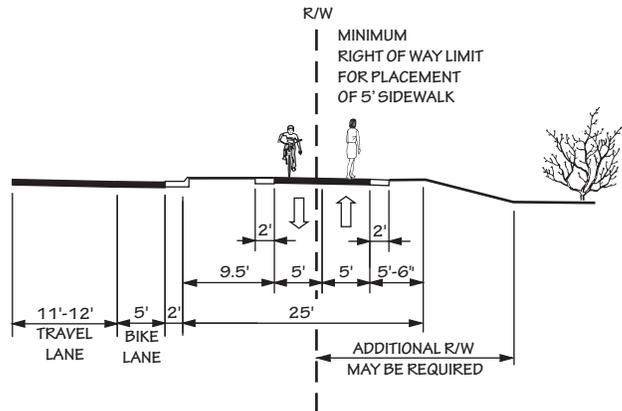
MULTI - USE PATH  
ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY

## M A



MULTI - USE PATH ADJACENT TO CURB AND GUTTER

## M B



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## Appendix E

### Level of Service Definitions

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates “practical capacity” of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 11.

- **LOS A:** Describes primarily free flow conditions. The motorist experiences a high level of physical and psychological comfort. The effects of minor incidents of breakdown are easily absorbed. Even at the maximum density, the average spacing between vehicles is about 528 ft, or 26 car lengths.
- **LOS B:** Represents reasonably free flow conditions. The ability to maneuver within the traffic stream is only slightly restricted. The lowest average spacing between vehicles is about 330 ft, or 18 car lengths.
- **LOS C:** Provides for stable operations, but flows approach the range in which small increases will cause substantial deterioration in service. Freedom to maneuver is noticeably restricted. Minor incidents may still be absorbed, but the local decline in service will be great. Queues may be expected to form behind any significant blockage. Minimum average spacing is in the range of 220 ft, or 11 car lengths.
- **LOS D:** Borders on unstable flow. Density begins to deteriorate somewhat more quickly with increasing flow. Small increases in flow can cause substantial deterioration in service. Freedom to maneuver is severely limited, and the driver experiences drastically reduced comfort levels. Minor incidents can be expected to create substantial queuing. At the limit, vehicles are spaced at about 165 ft, or 9 car lengths.
- **LOS E:** Describes operation at capacity. Operations at this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or changing lanes, requires the following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates through the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate any disruption. Any incident can be expected to produce a serious breakdown with extensive queuing. Vehicles are spaced at approximately 6 car lengths, leaving little room to maneuver.

- **LOS F:** Describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points.

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Figure 11 - Level of Service Illustrations

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Source: 2000 Highway Capacity Manual

## Appendix F Traffic Crash Analysis

A crash analysis performed for the Orange County CTP factored crash frequency, crash type, and crash severity. Crash frequency is the total number of reported crashes and contributes to the ranking of the most problematic intersections. Crash type provides a general description of the crash and allows the identification of any trends that may be correctable through roadway or intersection improvements. Crash severity is the crash rate based upon injuries and property damage incurred.

The severity of every crash is measured with a series of weighting factors developed by the NCDOT Division of Highways (DOH). These factors define a fatal or incapacitating crash as 47.7 times more severe than one involving only property damage and a crash resulting in minor injury is 11.8 times more severe than one with only property damage. In general, a higher severity index indicates more severe accidents. Listed below are levels of severity for various severity index ranges.

<u>Severity</u>	<u>Severity Index</u>
low	< 6.0
average	6.0 to 7.0
moderate	7.0 to 14.0
high	14.0 to 20.0
very high	> 20.0

Table 4 depicts a summary of the crashes occurring in the planning area between January 1, 2007 and December 31, 2009. The data represents locations with 10 or more crashes and/or a severity average greater than that of the state's 4.56 index. The "Total" column indicates the total number of crashes reported within 150-ft of the intersection during the study period. The severity listed is the average crash severity for that location.

**Table 4 - Crash Locations**

Map Index	Intersection	Average Severity	Total Crashes
1	NC 57 and NC 157	16.86	19
2	NC 54 and Dodsons Cross Road (SR 1102)	2.48	10

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of the locations listed in Table 4, or other intersections of concern, contact the Division Traffic Engineer. Contact information for the Division Traffic Engineer is included in Appendix A.

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## Appendix G

### Bridge Deficiency Assessment

The Transportation Improvement Program (TIP) development process for bridge projects involves consideration of several evaluation methods in order to prioritize needed improvements. A sufficiency index is used to determine whether a bridge is sufficient to remain in service, or to what extent it is deficient. The index is a percentage in which 100 percent represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge. Factors evaluated in calculating the index are listed below.

- structural adequacy and safety
- serviceability and functional obsolescence
- essentiality for public use
- type of structure
- traffic safety features

The NCDOT Bridge Maintenance Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards, or those that may be occasionally flooded.

A bridge must be classified as deficient in order to qualify for Federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges within the planning area are listed in Table 5.

**Table 5 - Deficient Bridges**

Bridge Number	Facility	Feature	Condition	Local ID
8	High Rock Rd (SR 1340)	Unnamed Creek	Structurally Deficient	-
24	Walnut Grove Church Rd (SR 1001)	North Fork Little River	Functionally Obsolete	-
43	Mount Willing Rd (SR 1120)	Seven Mile Creek	Structurally Deficient	-
76	Arthur Minnis Rd (SR 1113)	New Hope Creek	Functionally Obsolete	-
84	Old Greensboro Rd (SR 1005)	Collins Creek	Structurally Deficient	-
228	Old NC 86 (SR 1009)	New Hope Creek	Functionally Obsolete	ORAN0007-H

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## Appendix H Public Involvement

Includes:

- Listing of committee members;
- Statement of CTP Vision and Goals & Objectives;
- Public survey description and summary of results; and
- Summary of public involvement sessions.

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**Orange County CTP Committee List**

<b><u>Name</u></b>	<b><u>Organization</u></b>
Tom Altieri (formerly Karen Lincoln)	Orange County Planning
Paul Guthrie	Orange Unified Transportation Board
Randy Marshall	Orange Unified Transportation Board
Nancy Baker	Orange Unified Transportation Board
Tina Love	Orange County Planning
Matthew Day (formerly Paul Black)	Triangle Area RPO
Sarah Lee	NCDOT Transportation Planning Branch
Scott Walston	NCDOT Transportation Planning Branch
Andy Henry	Durham-Chapel Hill-Carrboro MPO

## ORANGE COUNTY CTP

### Vision Statement

### Goals and Objectives

The goals of the 2030 Orange County Comprehensive Plan were used as a guide when creating the following document for the CTP.

#### **Vision:**

To provide an efficient and balanced transportation system that uses multiple motorized and nonmotorized modes of transportation and for which the planning, design, and implementation will be guided by the following overarching qualities:

- A. Protects air quality, water quality and quantity, soil quality, and biological resources
- B. Promotes public health and safety
- C. Encourages sustainable economic development
- D. Provides equal access to all users
- E. Is highly modally and inter-modally integrated and connected
- F. Fosters sustainable and efficient use of resources, including financial and natural resources
- G. Protects the County's natural and cultural heritage
- H. Uses creative and well-designed infrastructure
- I. Is attractive, user-friendly, and easy to understand because of factors such as signage, brochures, and web pages
- J. Respects privacy and citizen rights.

#### **Goals and Objectives:**

Goal 1. An efficient and integrated multi-modal transportation system that protects the natural environment and community character.

Objectives:

- 1-1. Increase the occupancy of automobiles through ridesharing and other means; and expand the use of public transit (including bus and rail), walking, and biking as primary modes of travel.
- 1-2. Facilitate the overall development and use of a transportation system that is more energy-efficient, reduces carbon emissions, and reduces the use of fossil fuels while promoting the use of local renewable and sustainable fuels.
- 1-3. Develop new transportation facilities in a manner that has a positive impact or avoids negative impacts on the natural environment, including air quality, water resources, biological resources, and wildlife habitat.
- 1-4. Develop new transportation facilities in a manner that has a positive impact or avoids negative impacts on the community, including historical or cultural assets, existing neighborhoods, schools and recreational facilities, and the overall rural character in Orange County.
- 1-5. Identify prime view sheds along major transportation corridors and protect these areas for their scenic and natural resource values.
- 1-6. Expand the availability and use of public transportation (including bus and rail) throughout the County to provide better connections between employment centers, shopping and service locations, and other key points of interest in both

## ORANGE COUNTY CTP

### Vision Statement

### Goals and Objectives

urban and rural areas, particularly for the County's senior and disabled populations and others without access to automobiles.

Goal 2: A multi-modal transportation system that is affordable, available, and accessible to all users and that promotes public health and safety

Objectives:

- 2-1. Increase the provision of bikeways and walkways, and also increase supportive facilities such as bicycle parking zones.
- 2-2. Evaluate and serve special transportation needs of the senior population, youth, the economically disadvantaged and the disabled, including both everyday needs and disaster transit provision.
- 2-3. Increase countywide access for emergency vehicles, including ways to improve response times, both for existing and new developments.
- 2-4. Improve the provision of public transit facilities and services, and also increase supportive facilities for transit, such as park and ride lots.
- 2-5. Improve public education and advertising of existing transit services.
- 2-6. Increase safety awareness between car drivers and bicycle riders, and increase safety for pedestrians.
- 2-7. Construct bicycle facilities in Orange County that will make cycling safer, more convenient, and more efficient.

Goal 3: Integrated land use planning and transportation planning that serves existing development, supports future development, and is consistent with the County's land use plans which include provisions for preserving the natural environment and community character.

Objectives:

- 3-1. Improve the County's transportation system by first enhancing existing facilities as opposed to developing new facilities.
- 3-2. Create and implement an Orange County Comprehensive Transportation Plan that provides the framework for a comprehensive and connected transportation system supporting a mix of all transportation modes, including sidewalks and bicycle facilities, bus and rail transit facilities, and highways.
- 3-3. The plan should be coordinated with the goals and objectives of this Comprehensive Plan and seek to maintain and enhance community character and the natural environment
- 3-4. Determine the policies to guide connectivity within and between residential developments based on their impact on neighborhood character.
- 3-5. Direct development to higher density mixed-use districts along transit corridors and make necessary multi-modal transportation improvements to service lands that are slated for future intense development, such as Economic Development Districts.
- 3-6. Use innovative techniques to increase mobility and reduce rush hour congestion.

**ORANGE COUNTY CTP****Vision Statement****Goals and Objectives**

Goal 4: A countywide and regionally-integrated, multi-modal transportation planning process that is comprehensive, creative and effective.

Objectives

- 4-1. Work with nearby jurisdictions to integrate the County's transportation plans with those of other transportation planning agencies and service providers in Orange County and the Triangle region. The resulting intermodal transportation system should reflect regional goals and objectives to meet projected travel demand and to reduce congestion and reliance on single occupancy vehicles.
- 4-2. Plan and integrate the County's multi-modal transportation routes and services with regional transportation agencies and transit service providers, agencies and transit providers in neighboring counties, the North Carolina Department of Transportation, Amtrak, and the North Carolina Railroad.
- 4-3. Revive rail transportation in Orange County and the Triangle region.

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## **Orange County CTP Public Survey**

The public survey was open from September 23, 2009 to November 2, 2009, and a total of 491 surveys were completed (including both online and paper submissions).

The following sheets contain a short summary of the information garnered from the survey results.

Other documents pertaining to the public survey, including:

- The blank survey that was distributed to the public,
- The overall results of the survey (not including open-ended answers), and
- A full response set of the survey results, including all open-ended responses, pie charts, and graphs,

can be viewed on the Orange County CTP website at  
<http://www.ncdot.org/doh/preconstruct/tpb/planning/orangecounty.html>.

## **Survey Results**

### ***Important Transportation Issues***

Top picks...

- Increased walking and biking choices
- Service for low income, elderly, and disabled residents
- Preserving the community/rural character and heritage
- Protecting the natural environment, such as air and water quality
- Sustainable and efficient use of natural and financial resources

### ***How to Improve a Road***

Top rated...

- Build additional travel lanes
- Provide an alternative means of transportation, such as bus, train, bicycle, or park-n-ride

Lowest rated...

- Control the access of driveways and cross streets
- Use less frequent traffic signals

Comments...

- Stop building additional roads
- Promote public transportation/transit
- Bike lanes on roads that don't have them
  - Estes
  - Carrboro to Hillsborough
  - Old NC 86
- Separate bike paths
- Bypass around Hillsborough
- Enforce traffic laws with bicyclists
- Connector roads between neighborhoods
- Light rail from Chapel Hill / Durham / Raleigh to RDU and RTP
- Better signal timing and synchronization
- Sidewalks and greenways in other areas of county besides the main towns
- Information Technology
- Multi-use land-use and zoning - live and work close together

### ***Roads to Focus Improvements***

Top rated...

- US 70 Bypass
- New NC 86
- NC 15-501

Lowest rated...

- I-85/40
- NC 49
- NC 57
- NC 157

Comments...

- Sidewalks, bike routes, and public transportation connecting Efland with Hillsborough
- Old NC 86
- Bike lanes
  - Between Orange County schools in the county and population centers like Hillsborough
  - New Hope Church Rd
  - NC 10
  - Erwin Rd (commute to Durham)
  - Extend existing in Carrboro on Greensboro St/Hillsborough Rd to Calvander on SR 1009
  - Across the bypass from 15-501 up Columbia St toward campus and town

- New NC 86
- Old NC 86
- NC 15-501
- NC 54
- NC 86 bypass of Hillsborough
- NC 86 connector to I-85
- Sidewalks and bike lanes on Smith Level from high school to NC 54
- Reopen bus service from Hillsborough to Durham - to Duke East Campus, down Main St to downtown

### ***Congested Routes***

Comments... (all in MPO)

### ***Economic Development Districts***

Comments... (all 3 mentioned, all in MPO)

### ***Safety/Crash Problems***

Comments...

- Bicyclists on Old Greensboro Rd
- Dodson's Crossroads at NC 54

### ***Safe and Convenient Bike Routes***

Important - 79%

Comments...

- Dairyland
- Orange Grove
- Dodson's Crossroads
- Bradshaw Quarry
- NC 86
- Old NC 86
- Off-road greenways
- Jones Ferry
- Old Greensboro
- where there are schools (ex. Cameron Park)
- New Sharon Church Rd
- Schley
- NC 57
- NC 157
- NC 54

### ***Safe and Convenient Walking Routes***

Important - 78%

Comments...

- NC 86
- Dairyland

### ***Destinations for Taxi, Bus, or Van Service***

Top picks...

- RDU Airport
- Downtown Durham
- UNC and Duke hospitals

Comments...

- Efland
- Shopping - Southpoint, Crabtree

- Alamance Community College
- Pittsboro

***Any Other Transportation Issues***

## Comments...

- Improving Efland-Cedar Grove Rd, due to traffic using it from Virginia to I-40/85
- Transportation service in rural areas for not only elderly but disabled as well
- Want bike routes and sidewalks to the schools
- Preserve rural peace and quiet

***General observations...***

- Lots of concern for bicycling - many wanting better facilities
  - Also many drivers frustrated at the safety issues bicycles present, as well as bicyclists not obeying traffic laws, and the fact that they must share the road but are not registered or taxed
- Generally don't want more roads - instead want more public transit, as well as more mixed use development and consolidated growth
- There is interest in rail service to connect the Triangle
- Got a few comments that they appreciated the survey and it had good questions

\*Most summaries here only list answers from the RPO areas for purpose of the CTP study. There are many more answers regarding the MPO area within the survey results.

\*Questions not included in this summary...

- NC 86 / Strategic Highways
- Traffic in downtown Hillsborough
- Demographic section

## Summary of Public Involvement Sessions

Three total sessions were held for members of the public to attend to learn about the Orange County CTP and provide input. Common information presented at all sessions included the basic definition of a CTP, the typical CTP process, a description of the Strategic Highway Vision Plan and its corridors in Orange County, and the definitions and examples of highway facility types.

Below is information specific to each public session.

September 29, 2009

Public Awareness Session

5:00pm to 9:00pm

Efland Ruritan Club, 3106 Highway 70 West, Efland

Purpose / information presented: informing locals of the CTP study that was in its early stages, gaining their input on areas in need of study

Number of attendees: 2 (not including NCDOT and county staff)

February 7, 2011

Public Drop-in Session

4:30pm to 7:30pm

Orange County Public Library, 137 W. Margaret Lane, Hillsborough

Purpose / information presented: growth data, traffic projections, and preliminary recommendations

Number of attendees: 13 (not including NCDOT and county staff)

September 14, 2011

Public Drop-in Session

4:30pm to 7:30pm

Link Government Services Center, 200 S. Cameron Street, Hillsborough

Purpose / information presented: draft recommendations

Number of attendees: 9 (not including NCDOT and county staff)

## Appendix I

### Existing Transportation Plans

The following CTPs or Thoroughfare Plans for areas within the County that are not included as a part of this plan are listed below and depicted in this appendix.

- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
  - 2035 Long Range Transportation Plan (2009): see [http://www.dchcmpo.org/index.php?option=com\\_content&task=view&id=65&Itemid=35](http://www.dchcmpo.org/index.php?option=com_content&task=view&id=65&Itemid=35)
  - Draft 2040 Metropolitan Transportation Plan (MTP) and CTP
  - Extensive coordination was conducted to ensure connectivity with recommendations
- Burlington Graham Metropolitan Planning Organization 2030 Comprehensive Transportation Plan (2010)
  - See <http://www.ncdot.org/doh/preconstruct/tpb/planning/BGMPOCTP.html>
  - Coordination was conducted to ensure connectivity with recommendations
- 1990 Orange County Thoroughfare Plan (not adopted)

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Caswell County

Person County

**Adopted by:**

**Orange County Date:**

**NCDOT Date:**

**Endorsed by:**

**Triangle Area RPO Date:**

Burlington-Graham  
Metropolitan  
Planning Organization

**Recommended by:**

**Transportation Planning Branch Date:**

**NOTES:**

Durham-Chapel Hill-  
Carrboro Metropolitan  
Planning Organization

Alamance County

Durham County

Chatham County

Sheet 1 Adoption Sheet

Sheet 2 Highway Map

Sheet 3 Public Transportation and Rail Map

Sheet 4 Bicycle Map

Sheet 5 Pedestrian Map

-  Airports
-  Schools
-  Roads
-  Rivers and Streams
-  Water Bodies
-  Parks and Gamelands
-  County Boundaries
-  MPO Boundaries



Figure 1  
Sheet 1 of 5

Base map date: April, 2009

Refer to CTP document for more details



**DRAFT**

**Orange County**

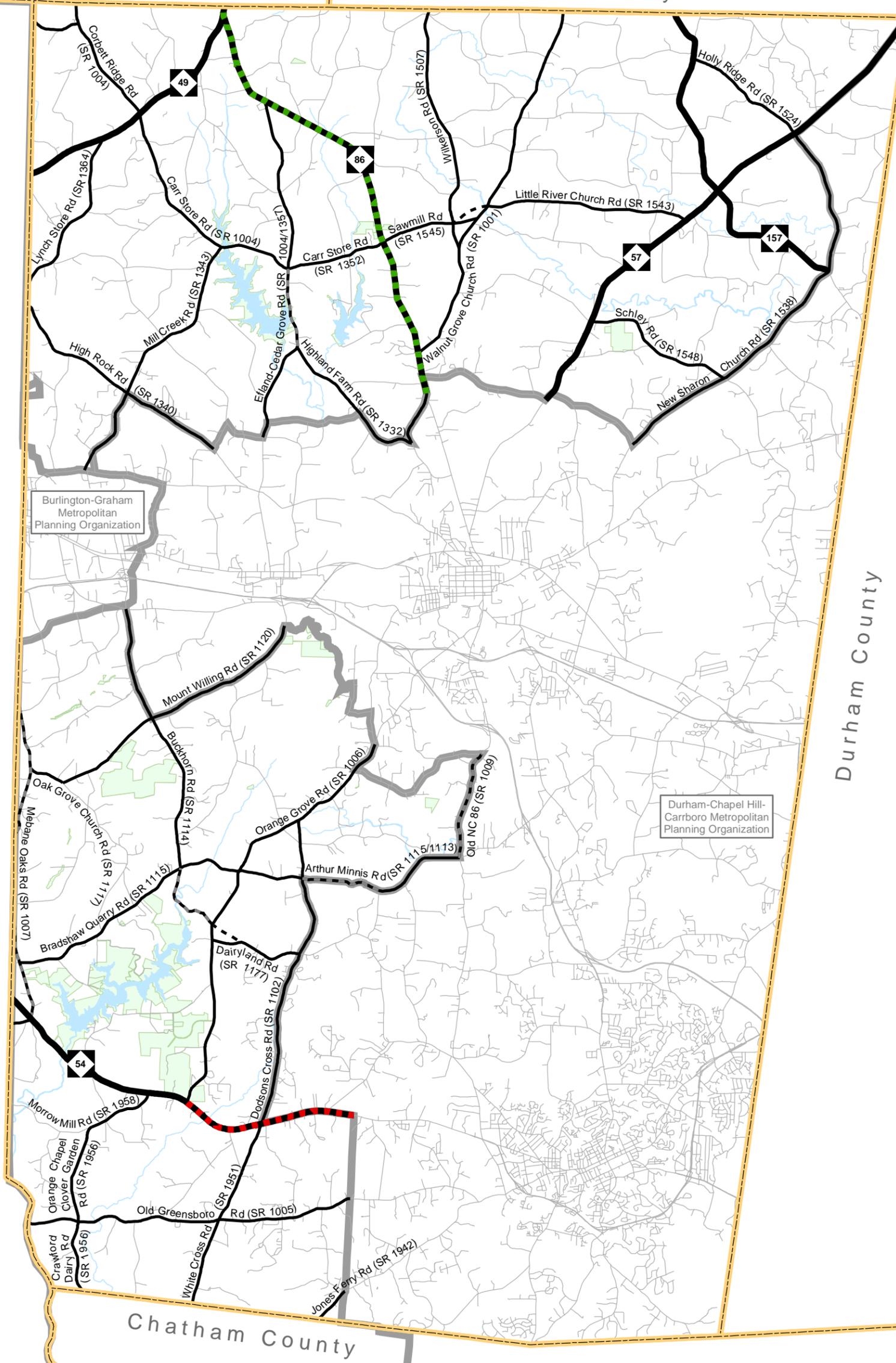
North Carolina

**Comprehensive  
Transportation Plan**

Plan date: December 11, 2012

Alamance County

Durham County



- |                    |                                  |
|--------------------|----------------------------------|
| <b>Freeways</b>    | <b>Other Major Thoroughfares</b> |
| Existing           | Existing                         |
| Needs Improvement  | Needs Improvement                |
| Recommended        | Recommended                      |
| <b>Expressways</b> | <b>Minor Thoroughfares</b>       |
| Existing           | Existing                         |
| Needs Improvement  | Needs Improvement                |
| Recommended        | Recommended                      |
| <b>Boulevards</b>  | Existing Interchange             |
| Existing           | Proposed Interchange             |
| Needs Improvement  | Existing Grade Separation        |
| Recommended        | Proposed Grade Separation        |



Figure 1  
Sheet 2 of 5

Base map date: April, 2009

Refer to CTP document for more details

### Highway Map



**DRAFT**

## Orange County Comprehensive Transportation Plan

Plan date: December 11, 2012

Alamance County

Durham County

Chatham County

Burlington-Graham Metropolitan Planning Organization

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

<b>Bus Routes</b>	<b>Rail Corridor</b>	<b>Intermodal Connector</b>
Existing	Active	Existing
Needs Improvement	Inactive	Recommended
Recommended	Recommended	
<b>Fixed Guideway</b>	<b>High Speed Rail Corridor</b>	<b>Rail Stops</b>
Existing	Existing	Existing
Needs Improvement	Recommended	Recommended
Recommended		
<b>Operational Strategies</b>	<b>Park and Ride Lot</b>	
Existing	Existing	
Needs Improvement	Recommended	
Recommended		



Figure 1  
Sheet 3 of 5

Base map date: April, 2009

Refer to CTP document for more details

### Public Transportation and Rail Map



**DRAFT**

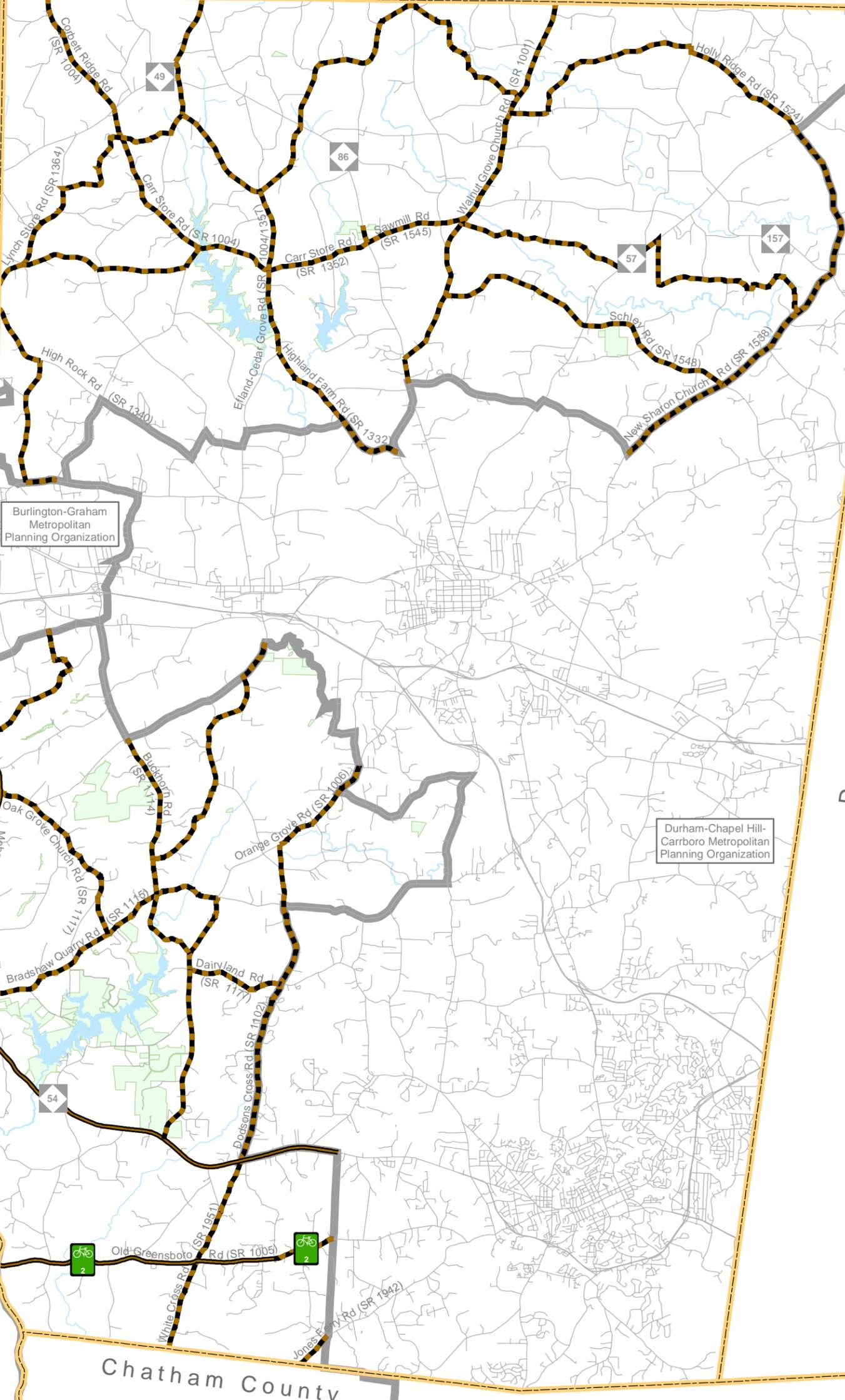
## Orange County Comprehensive Transportation Plan

Plan date: December 11, 2012

Alamance County

Durham County

Chatham County



- |                   |                           |
|-------------------|---------------------------|
| <b>On-road</b>    | <b>Multi-Use Paths</b>    |
| Existing          | Existing                  |
| Needs Improvement | Needs Improvement         |
| Recommended       | Recommended               |
| <b>Off-road</b>   | Existing Grade Separation |
| Existing          | Proposed Grade Separation |
| Needs Improvement | North Carolina Bike Route |
| Recommended       |                           |



Figure 1  
Sheet 4 of 5

Base map date: April, 2009

Refer to CTP document for more details

**Bicycle Map**



**DRAFT**

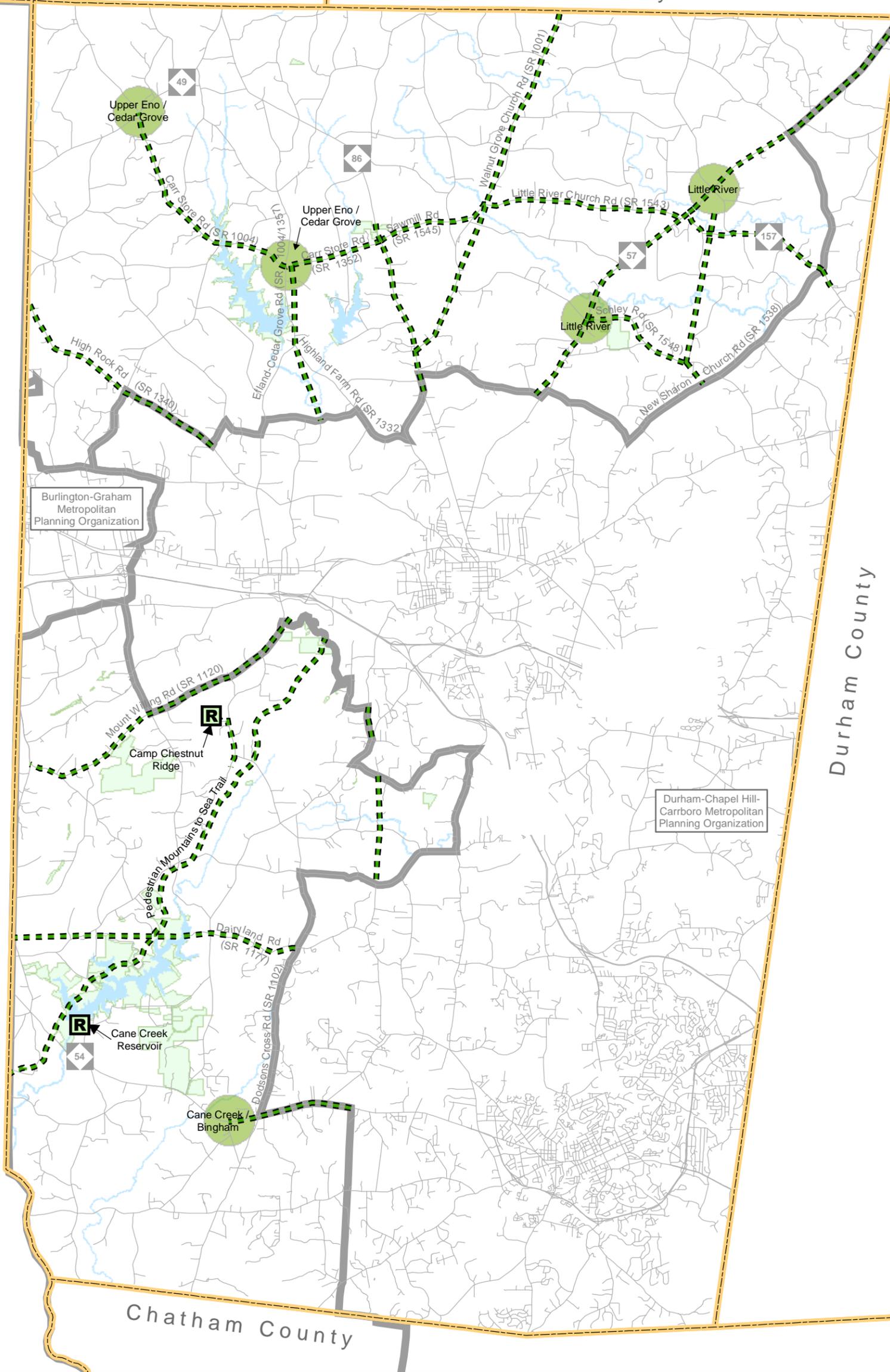
**Orange County  
Comprehensive  
Transportation Plan**

Plan date: December 11, 2012

Alamance County

Durham County

Chatham County



Burlington-Graham Metropolitan Planning Organization

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Sidewalks

- Existing
- Needs Improvement
- Recommended

Off-Road

- Existing
- Needs Improvement
- Recommended

Multi-Use Paths

- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Rural Communities

Local Recreation Sites



Figure 1  
Sheet 5 of 5

Base map date: April, 2009

Refer to CTP document for more details

Pedestrian Map



**DRAFT**

**Orange County  
Comprehensive  
Transportation Plan**

Plan date: December 11, 2012

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** March 7, 2013

**Action Agenda  
Item No.** 7-a

**SUBJECT:** License Agreement for Farmers Market Pavilion – Eno River Farmers' Market, Inc.

---

**DEPARTMENT:** Environment, Agriculture, Parks and Recreation (DEAPR), Asset Management Services (AMS)

**PUBLIC HEARING: (Y/N)**

No
----

**ATTACHMENT(S):**

- 1) Draft License Agreement
- 2) Letter from Eno River Farmer's Market Vendors

**INFORMATION CONTACT:**

David Stancil, 245-2510  
Jeff Thompson, 245-2658

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**PURPOSE:** To consider the approval of a new license agreement for the Eno River Farmers' Market, Inc. for use of the Farmers' Market Pavilion from April 1, 2013 through March 31, 2016 (existing agreement expires March 31, 2013).

**BACKGROUND:** On May 5, 2009 Orange County entered into a license agreement with the Eno River Farmers' Market, Inc. (ERFM), for use of the Farmers' Market Pavilion. The Pavilion is located within the County's River Park and is just south of East Margaret Lane behind the Orange County District Attorney's office.

On March 13, 2012 Orange County and the ERFM agreed to a one year amendment of this agreement. The amendment included some changes, most notably a clause stipulating payment by the ERFM to Orange County for use of the Pavilion two days each week during the term of the agreement. The agreed upon rate was \$500 for the year.

A new draft license agreement (attached) continues the \$500 annual rate for an additional three years. The agreement also stipulates (at the Market's suggestion) that the ERFM will use the Pavilion only once per week (on Saturdays from 6:00am to 1:00 pm). The Agreement excludes Hog Day weekend, but adds three additional Saturday periods for special events. In total, the number of events does not exceed 54 in a given year. Otherwise, no substantive change from the amendment was made.

The County will be responsible for utilities, restroom cleanup, and routine site maintenance. ERFM will be responsible for removing solid waste and recyclable content from the on site containers after each event, as well as a general sweeping of the pavilion floor and a general litter policing of the area.

The proposed agreement has been reviewed by the ERFM Board. While in agreement with most of the provisions, the ERFM proposes to instead pay an annual fee of \$300 for use of the Pavilion (see attached letter). The ERFM Board plans to use the Pavilion on Saturdays only in the upcoming lease, and has inquired as to a reduction in the annual fee on this basis.

**FINANCIAL IMPACT:** The draft License Agreement includes the same flat rate of \$500 per year that was approved by the Board last March. The ERFM proposed fee reduction is an annual \$300 rate.

The current \$500 rate is approximately \$9.25 per day, slightly less than the \$10 per day rental fee (\$540 per year) established in the County's facilities use policy. Should the Board approve the \$300 annual rate as requested by the ERFM Board, the rental rate would be approximately \$5.55 per day.

**RECOMMENDATION(S):** The Manager recommends that the Board consider the ERFM request for a reduction in license fee to \$300, approve the License Agreement and authorize the Chair to sign the Agreement on behalf of the Board.

North Carolina

Orange County

### LICENSE AGREEMENT

This License Agreement is made effective as of this the 1<sup>st</sup> day of April, 2013 by and between the ENO RIVER FARMERS MARKET, INC., a North Carolina non-profit corporation having an address of PO Box 487, Hillsborough, NC 27278 (the "Market") and ORANGE COUNTY, NORTH CAROLINA, a body politic and corporate, a political subdivision of the State of North Carolina, having an address of P.O. Box 8181, Hillsborough, North Carolina 27278 (the "County").

### WITNESSETH:

WHEREAS, in February 2008 the County approved the temporary administration and operation of a Farmers' Market at the County owned Farmers Market Pavilion by the County; and

WHEREAS, the County directed at that time that its operation and administration of the Farmers' Market be wholly replaced by an entity independent of the County as soon as practicable thereafter; and

WHEREAS, on January 14, 2009, the Market was organized in the State of North Carolina as an independent non-profit corporation by the filing of Articles of Incorporation with the North Carolina Secretary of State; and

WHEREAS, the Market assumed the administrative duties and operational responsibilities for the Farmers Market beginning in May of 2009; and

WHEREAS, the Market desires a license for the use of the County's Farmers Market Pavilion for farmers' markets subject to the terms of this License Agreement; and

WHEREAS, the County desires the Market to utilize the county's Farmers Market Pavilion for farmers' markets subject to the terms of this License Agreement.

NOW, THEREFORE, for good and valuable consideration, and subject to the terms and conditions hereinafter set forth, the County does hereby license unto the Market and Market does

hereby accept as market of the county the use of the Farmers Market Pavilion as described more fully herein.

## SECTION ONE

### GRANT OF LICENSE: DESCRIPTION OF PREMISES AND HOURS OF OPERATION

The County hereby grants to the Market a license to occupy and use the County owned facility commonly known as the “Orange County Farmers Market Pavilion” (henceforth, “the Pavilion”) located in River Park, directly behind the Orange County District Attorney’s Office at 120 East Margaret Lane, Hillsborough, North Carolina.

The Market shall be permitted hereby to occupy the Pavilion as follows:

- (A) Every Saturday throughout the term of this Agreement during the hours of 6:00 AM-1:00 PM, with the exception of one Saturday each year when Hog Day will use it, and one Saturday every three years for use by the Orange County Egg Hunt. The potential for joint use of the Pavilion by the Market and Hog Day and the Orange County Egg Hunt will be explored by Market officers and staff to determine if the exception can be waived. These exceptions shall be scheduled at the discretion of County and conveyed at least 60 days in advance to the Market; and
- (B) Up to three (3) additional days and times throughout the calendar year to serve such specialty and holiday markets on a “first come first served” basis, with initial opportunity for scheduling of Market events during the annual agreement discussion, as scheduled and pre-approved by the Director of Orange County Department of Environment, Agriculture, Parks and Recreation, or his/her designee; and
- (C) In the event of a public emergency situation in which the Pavilion is needed for County use during a time scheduled for Market use, the County may temporarily suspend the terms of this License Agreement without penalty to the County or the Market and without such suspension being deemed a breach of this License Agreement.

The County hereby agrees not to schedule other events at the Pavilion during the times and dates set forth in subsections A- B above. The County further agrees to make utilities (including power and water) available at the market house to be included in the license rate and to provide the market with access to the restrooms and water fountain located near the Pavilion during the times and days listed above, and for up to three special events sponsored by the market as described in Section One (B) above.

SECTION TWO  
LIMITATION TO DESCRIBED PURPOSE

The Market shall utilize the Pavilion for the limited purpose of operating a farmers market in the Pavilion. Any other use of the Pavilion must comply with all applicable federal, state and local laws and must be approved in writing by the County. Any such other use shall constitute and expansion subject to the terms set out in this Section Two.

It is intended that the Market may have limited use of the parking area surrounding the Pavilion. Such use shall in no way interfere with or restrict the operations of, nor the use of the parking area by, the Orange County Sheriff. At the discretion of the County such use of the parking area shall be limited to the areas shown on Exhibit A, a map of the adjacent parking area, which is attached hereto.

Any expansion of the use of the Pavilion may only be approved through a written amendment to this License Agreement. Such written amendment must be signed by both Parties. All such expansions must comply with the Orange County Facilities Use Policy. Any unauthorized expansion may be immediately terminated by the County.

SECTION THREE  
LUMP SUM PAYMENT

The Market shall pay County for this License at the rate of \$500.00 annually, for each year of the term of the Agreement, as a lump sum payable within 30 days of execution of this License Agreement.

SECTION FOUR  
TERM & TERMINATION

This License Agreement shall be valid for a period of three (3) years beginning on April 1, 2013, and concluding on March 31, 2016. The County and the Market agree to discuss extending this three year term for an additional two (2) year term prior to its natural expiration.

Either party may terminate this License Agreement at any time, without regard to payment periods by giving written notice to the other specifying the date of termination. The County and the Market shall use their best efforts to provide the other party a minimum of thirty (30) days prior written notice of its intent to terminate this Agreement.

## SECTION FIVE

## MARKET CONTRACT

The Market hereby provides the County with the contact information of two (2) individuals that the County may contact during the hours in which the farmers market is open to address any and all immediate issues that may arise in regard to this License Agreement. Notice by electronic mail shall be sufficient for purposes of this License Agreement. Any notice required by this License may be made by delivering said notice to both individuals listed below at either the physical or post office address provided or at the electronic mail address provided:

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Email: \_\_\_\_\_

## SECTION SIX

## CONDITION OF PAVILION &amp; COMPENSATION FOR DAMAGE

The Market shall clear the Pavilion (including the restrooms) of all trash and debris at the end of each day in which the Market operates throughout the term of this License Agreement.

The Market agrees that it shall compensate the County for the cost of repairs (outside of normal wear and tear) to the Pavilion for damages directly attributed to its use of the Pavilion by the Market or by any vendor or client at the Market. Such damages shall be documented by the County, and an invoice for the repair work undertaken conveyed to the Market, with such invoice payable within 90 days of receipt.

## SECTION SEVEN

## INSURANCE

The Market shall obtain, at its sole expense, general liability insurance insuring against any and all losses at the Pavilion during the Market's use thereof. This policy shall provide coverage in the amount of no less than One Million Dollars (\$1,000,000). Insurance policies shall be endorsed (1) to show Orange County as additional insured, as their interests may appear and (2) to amend cancellation notice to 30 days, pursuant to North Carolina law. Certificates of insurance shall be signed by a licensed North Carolina agent and be amended to show "thirty (30) days' notice of change or cancellation will be given to the Orange County Risk Manager by certified mail."

## SECTION EIGHT

### RELATIONSHIP OF PARTIES

It is expressly agreed and understood that this License Agreement shall not operate or be construed to create the relationship of landlord and tenant between County and Market whatsoever.

Neither the Market nor any employee of the Market shall be deemed an officer, employee or agent of the County.

## SECTION NINE

### INDEMNIFICATION

The Market agrees to defend, indemnify, and hold harmless the County, for all loss, liability, claims or expense (including reasonable attorney's fees) arising from bodily injury, including death or property damage, to any person or persons caused in whole or in part by the negligence or misconduct of the Market, or any third party user of, or vendor at, the Pavilion during Market's licensed use, except to the extent same are caused by the negligence or willful misconduct of the County.

It is the intent of this section to require the Market to indemnify the County to the extent permitted under North Carolina law.

## SECTION TEN

### MISCELLANEOUS

It is agreed that this Agreement shall be governed by, construed, and enforced in accordance with the laws of the State of North Carolina.

Food trucks or other mobile dispensaries of food products shall have all appropriate licenses, inspections, and permits. Any such trucks without the requisite licenses, inspections and permits shall not be allowed on the premises until these requirements have been secured. Such food trucks or mobile dispensaries of food products shall be restricted to operating in the Parking location(s) set out in Exhibit A.

The Market shall not issue sublicenses for the use of the Pavilion. Any sublicense shall be void and any attempt to issue a sublicense shall constitute breach of this License Agreement.

A Market representative shall meet annually with the County Manager or County Manager’s designee to review this License Agreement, discuss the parties’ compliance therewith, review proposed special Market events as described in Section One (B), and discuss suggested modifications thereto.

Any modification of this Agreement or additional obligation assumed by either party in connection with this Agreement shall be binding only if evidenced in writing signed by each party or an authorized representative of each party.

By signing below, the representative of the Market warrants that he/she is authorized to execute this Agreement on behalf of the Market, and that he/she has obtained all authorizations, approvals, and resolutions from the Market that are necessary in order to duly bind the Market to this Agreement.

In witness whereof, each party to this agreement has caused it to be executed on the date first written above.

ENO RIVER FARMERS’ MARKET, INC.

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

ADDITIONAL SIGNATURE PAGE TO FOLLOW

ORANGE COUNTY, NORTH CAROLINA

By: \_\_\_\_\_  
Barry Jacobs, Chair  
Orange County Board of Commissioners

Approved as to technical content:

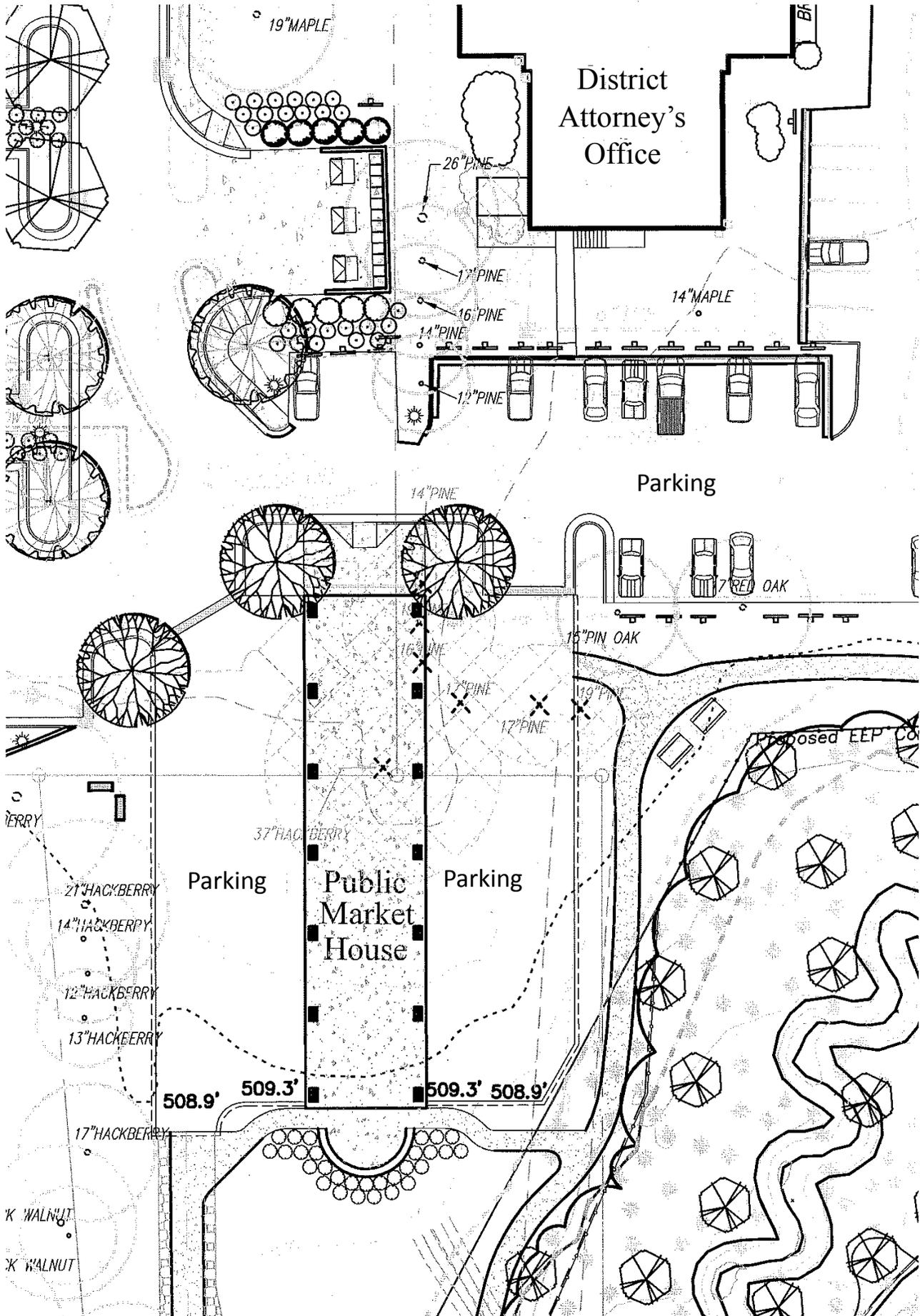
\_\_\_\_\_  
Department of Environment, Agriculture, Parks and Recreation Director

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act:

\_\_\_\_\_  
Financial Services Director

Approved as to form and legal sufficiency:

\_\_\_\_\_  
Office of the County Attorney



January 30, 2013

Frank Clifton  
Link Government Services Center  
200 South Cameron Street  
Hillsborough, NC 27278

Dear Mr. Clifton

We are writing this letter on behalf of the Eno River Farmers' Market (ERFM). As you know we use the Farmer's Market Pavilion on E. Margaret Lane for our Saturday and mid-week markets. It is a great facility and we appreciate the support that the county has extended to the market and look forward to continuing that relationship into the future.

This correspondence is regarding the proposed License Agreement between Orange County and ERFM. We have been involved with the creation of this document and in general we are pleased with the results. However, one area that causes concern is the use fee structure for the Farmer's Market Pavilion (FMP). This fee is and would be \$500 annually. Our budget indicates that this would put considerable strain on the ERFM financial position. We have offered to pay \$300 annually for using the FMP during our Saturday market. We ask for a reduction since the ERFM will no longer be holding midweek markets which could count for half of our usage hours and also makes up a good percent of the ERFM income.

We are asking the Orange County Commissioners to consider the value the ERFM brings to the community and to accept our recommendation of \$300 annual payment for using the FMP. Thank you for your consideration, and we greatly appreciate your support.

Sincerely,  
The Eno River Farmer's Market Vendors

cc:

David Stancil

ORANGE COUNTY  
BOARD OF COMMISSIONERS

ACTION AGENDA ITEM ABSTRACT

Meeting Date: March 7, 2013

Action Agenda

Item No. 7-b

**SUBJECT:** Schedule a Public Hearing Regarding the Establishment of Three (3) New Fire Service Districts

**DEPARTMENT:** Emergency Services

**PUBLIC HEARING:** (Y/N)

No

**ATTACHMENT(S):**

- 1) Chapel Hill/Southern Triangle District Map
- 2) New South Orange Fire Insurance District Map
- 3) New Greater Chapel Hill Fire Insurance District Map
- 4) New North Chatham Fire Insurance District Map

**INFORMATION CONTACT:**

Annette Moore, 245-2317  
Michael Talbert, 245-2308

**PURPOSE:** To schedule a public hearing for April 23, 2013 to consider the establishment of the three new Fire Service Districts; the South Orange Fire Service District, the North Chatham Fire Service District and the Greater Chapel Hill Fire Service District.

**BACKGROUND:** On September 13, 2011 the Board was presented options for changing fire districts to improve insurance ratings for the 1,156 properties located outside of six (6) road miles from the closest fire station located in their fire insurance district. A County Attorney's memorandum dated September 1, 2011 provided a legal opinion for fire protection tax districts, with the available options are listed below:

- 1. Realign Fire Insurance District boundaries without changing Fire Tax Districts.
- 2. Change existing Fire Protection Districts, which would also change the Fire Tax District.
- 3. Establish one or more Fire Service Districts to replace or overlay existing Fire Protection Districts which could also change Fire Tax Districts.

On March 13, 2012 the Board approved the request from the Orange Grove Fire Department to construct a new fire station #2 that is strategically located in the southeastern part of the Cane Creek Fire District. This newly constructed fire station is providing insurance district coverage for an estimated 400 property owners that were more than six (6) road miles from the Orange Grove Station. The Orange Grove Fire Department is in the planning stages for a new fire station #3 to be strategically located in the western part of the Cane Creek fire district. That new fire station #3 will provide insurance district coverage for an estimated 250 property owners currently more than six (6) road miles from the Orange Grove Station.

The Emergency Services Workgroup has discussed all available options for the 1,156 properties located outside of six (6) road miles from the closest fire station located in their fire insurance district. With the new fire stations in the Cane Creek Fire District, over 600 property owners will be provided insurance district coverage and will be located less than 6-road miles from the nearest Orange Grove Station.

The Emergency Services Workgroup is recommending the creation of three (3) New Fire Service Districts to overlay and replace three (3) existing Fire Protection Districts. With input from the State Fire Marshal's office, the proposal is to modify existing fire insurance districts and create new Fire Service Districts that are exactly the same as the revised fire insurance districts. The three (3) Fire Services Districts are proposed to be the South Orange Fire Service District, North Chatham Fire Service District and Greater Chapel Hill Fire Service District.

### **South Orange Fire Service District**

Attachment 1 shows a detail map of the area and Chapel Hill Fire Station #5 that is less than one (1) mile from the area outlined in gray. Due to the Town of Chapel Hill annexations, the South Orange Fire Insurance District has been split. The Town of Carrboro provides fire protection for the South Orange Fire Insurance District and now has to travel through the Town of Chapel Hill to respond to a fire call off Mt. Carmel Church Road. The Town of Chapel Hill is better positioned and may be willing to provide fire protections for this area in gray. Attachment 1 is a map of the proposed new South Orange Fire Insurance District.

The area in gray on Attachment 1 represents 100 parcels and \$36,003,769 of real property value. When vehicles and personal property values are added to the real property total, an estimated \$37,673,414 of taxable value would be removed from the existing South Orange Fire Insurance District. Attachment 4 shows the existing property valuation of \$556,977,528 for the South Orange Fire Insurance District, the reduction of \$37,673,414 of taxable value, and the remaining property valuation of \$519,304,114. The estimated tax valuation reduction from the existing South Orange Fire Insurance District equals 6.8% of the total. On December 4, 2012 the Carrboro Board of Alderman Town voted to approve a resolution to modify the existing South Orange Fire Insurance District. The revised South Orange Insurance District will not include the donut hole in gray on Attachment 1 and the Town will continue to contract to provide fire protection to the proposed new South Orange Fire Insurance District (see Attachment 2), with a new fire tax rate of 10 cents per \$100 of real and person property value.

### **North Chatham Fire Service District**

Orange County has received a letter from North Chatham Volunteer Fire Department indicating that the Department will charge a tax rate of 8.8 cents beginning July 1, 2013. This is the same rate currently charged in Chatham County and a 76% increase over the existing 5 cents. Included on Attachment 1, in yellow, are 112 homeowners located more than six (6) road miles from the nearest North Chatham Station, but less than three (3) road miles from Chapel Hill Fire Station #5. These homeowners have an insurance rating of 10. Several homeowners in this area have indicated that they cannot get fire insurance or that the rate has more than doubled.

The Town of Chapel Hill is better positioned and may be willing to provide fire protections for this area in yellow. The Town of Chapel Hill is a municipal fire department which relies on hydrants as its water source to fight fires. Discussions have occurred involving the Town of Chapel Hill Fire Chief and North Chatham Fire Department Chief concerning possible fire and insurance solutions for this area. Attachment 3 is a map of the proposed new Greater Chapel

Hill Fire Insurance District that includes not only the area proposed to be deleted from South Orange, but also 112 homeowners from Attachment 1 and additional property included in the Southern Triangle Fire District that have hydrants.

The North Chatham Fire Chief has indicated that he is willing to recommend to the North Chatham Board of Directors that the 112 homeowners from Attachment 1 would be better served by the Town of Chapel Hill. With a property tax increase from 5 cents to 8.8 cents and a reduction of property covered by the district, the net impact for the new North Chatham Fire Insurance District is a revenue increase of \$31,441 from \$213,325 to \$244,766.

### **Greater Chapel Hill Fire Service District**

Attachment 3 is a map of the proposed new Greater Chapel Hill Fire Insurance District that includes not only the area proposed to be deleted from South Orange, but also 112 homeowners from Attachment 1 and additional property included in the Southern Triangle Fire District that have hydrants. With a proposed property tax increase from 7.5 cents to 15 cents and additional property covered by the district, the net impact for the new North Chatham Fire Insurance District is a revenue increase of \$276,025 from \$1,706 to \$277,731.

At its November 13, 2012 work session, the Board reviewed information regarding the possibility of establishing three (3) new Fire Service Districts and instructed staff to proceed with the steps necessary to establish the new Fire Service Districts. Listed below are actions taken to date concerning the possible creation of three (3) new Fire Service Districts:

- On December 3, 2012, Orange County petitioned the Town of Chapel Hill to consider modifications to the existing Greater Chapel Hill Fire Insurance District as discussed in the background.
- On December 4, 2012 the Carrboro Board of Alderman Town voted to approve a resolution to modify the existing South Orange Fire Insurance District. The revised South Orange Insurance District will not include the donut hole in gray on Attachment 2 and the Town will continue to contract to provide fire protection to the proposed new Fire Insurance District (see Attachment 3), with a new fire tax rate of 10 cents per \$100 of real and person property value.
- On January 14, 2013 the Chapel Hill Town Council voted unanimously not to provide Fire Protection for a proposed Greater Chapel Hill Fire Service and requested Orange County Government's Assistance in encouraging the residents of the proposed Chapel Hill Fire Service District to seek annexation into the Town of Chapel Hill.
- On February 11, 2013 the Chapel Hill Town Council again considered the County petition to the Town to consider modifications to the existing Greater Chapel Hill Fire Insurance District as discussed in the background. Several members of the Town Council still consider annexation as the preferred method of providing fire protection and all other Town services to these residents. There was discussion about the 15 cent rate being the maximum rate allowed and Town Council discussed how the tax rate could be increased. The Chapel Hill Town Council voted unanimously to enter into a service agreement to extend the Town's current fire district into the affected neighborhoods for a period of 2 years and initiate conversations with the County about how the changes in annexation laws affect the rational planning model established within Orange County.

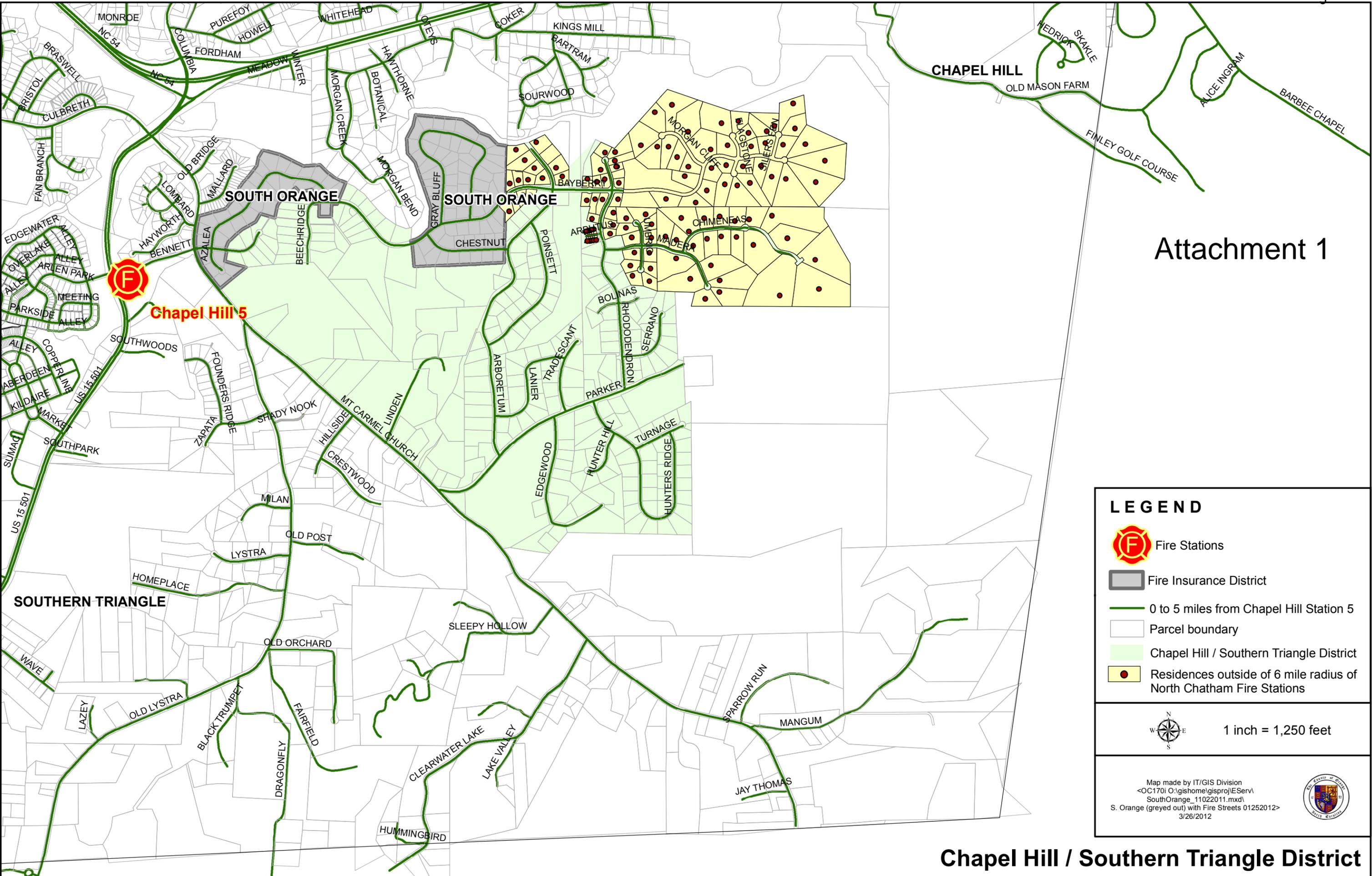
- On February 19, 2013 The Board voted to approve a recommendation for a 5 year contract with the Town of Chapel Hill, with a 15 cent tax levy per one-hundred dollar valuation of real and personal property rate, and for this recommendation to go back to the Chapel Hill Town Council for discussion; ask staff to clearly lay out the "opt out" provisions in the contract; for the County to agree to work collaboratively with the Town to explore ways to equitably provide and fund services to residents in and around ETJ areas over the next 2 years, and to ask staff to come back with suggestions to how to effectively implement this; to establish a public hearing, after the Town of Chapel Hill has discussed this recommendation, to consider the establishment of the three new Fire Service Districts - the South Orange Fire Service District, the North Chatham Fire Service District and the Greater Chapel Hill Fire Service District.
- On February 27, 2013 the Chapel Hill Town Council voted unanimously to enter into a service agreement to extend the Town's current fire district into the affected neighborhoods for a period of 5 years with a 15 cent tax levy per one-hundred dollar valuation of real and personal property.

Listed below are actions need to be taken before three (3) new Fire Service Districts can be created and included in the County's Fiscal 2013/2014 annual budget.

- Approval by the Orange County Board of Commissioners after holding a public hearing on April 23, 2013
- Approval by the North Chatham Fire Department Board of Directors
- Approval by the State Fire Marshal's Office
- Approval by the Orange County Board of Commissioners of new Fire Protection and Emergency Services Agreements before July 1, 2013 for the three (3) new Fire Service Districts

**FINANCIAL IMPACT:** There is no financial impact to the County, but there is a financial impact on all property owners in the three (3) proposed new Fire Service Districts with higher Fire District Tax rates for the property owners.

**RECOMMENDATION(S):** The Manager recommends that the Board confirm the scheduling of a public hearing for April 23, 2013 to consider the establishment of the three new Fire Service Districts; the South Orange Fire Service District, the North Chatham Fire Service District and the Greater Chapel Hill Fire Service District.



# Attachment 1

## LEGEND

-  Fire Stations
-  Fire Insurance District
-  0 to 5 miles from Chapel Hill Station 5
-  Parcel boundary
-  Chapel Hill / Southern Triangle District
-  Residences outside of 6 mile radius of North Chatham Fire Stations



1 inch = 1,250 feet

Map made by IT/GIS Division  
 <OC170i O:\gishome\gisproj\EServ\ SouthOrange\_11022011.mxd  
 S. Orange (greyed out) with Fire Streets 01252012>  
 3/26/2012



# Chapel Hill / Southern Triangle District

# New South Orange Fire Insurance District

Attachment 2

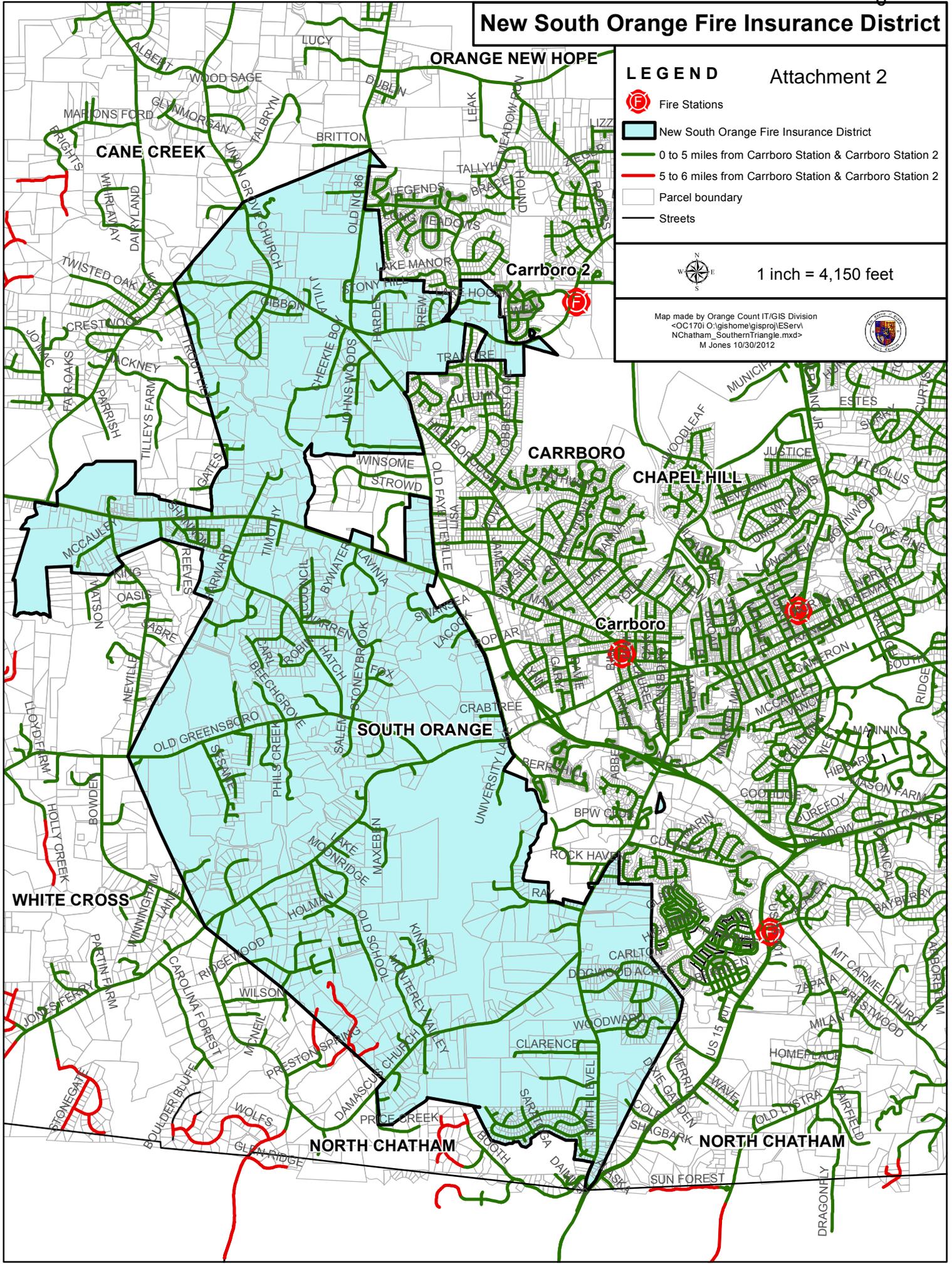
## LEGEND

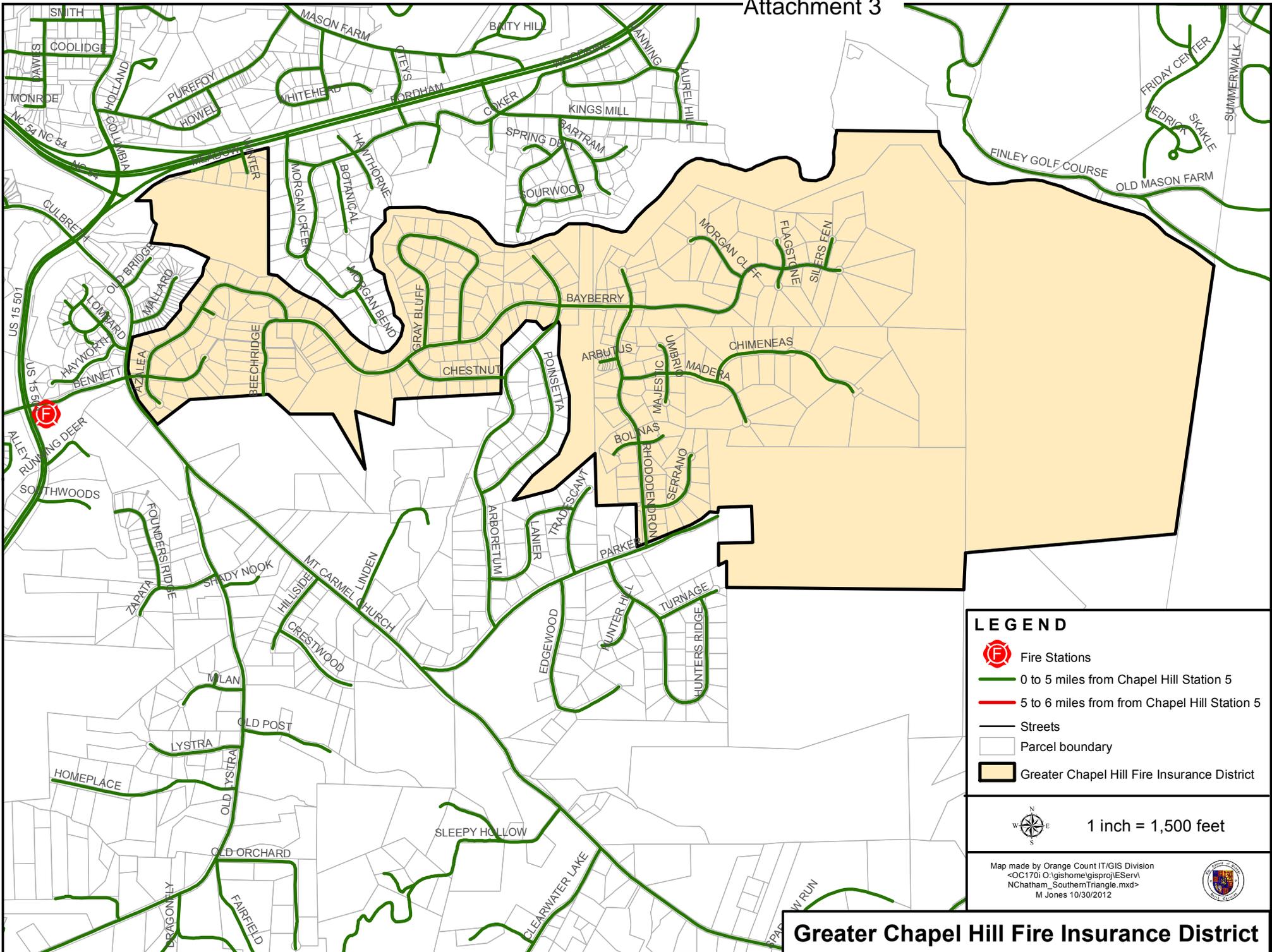
-  Fire Stations
-  New South Orange Fire Insurance District
-  0 to 5 miles from Carrboro Station & Carrboro Station 2
-  5 to 6 miles from Carrboro Station & Carrboro Station 2
-  Parcel boundary
-  Streets



1 inch = 4,150 feet

Map made by Orange Count IT/GIS Division  
 <OC1701 O:\gis\home\gisproj\EServ\NChatham\_SouthernTriangle.mxd>  
 M Jones 10/30/2012





**LEGEND**

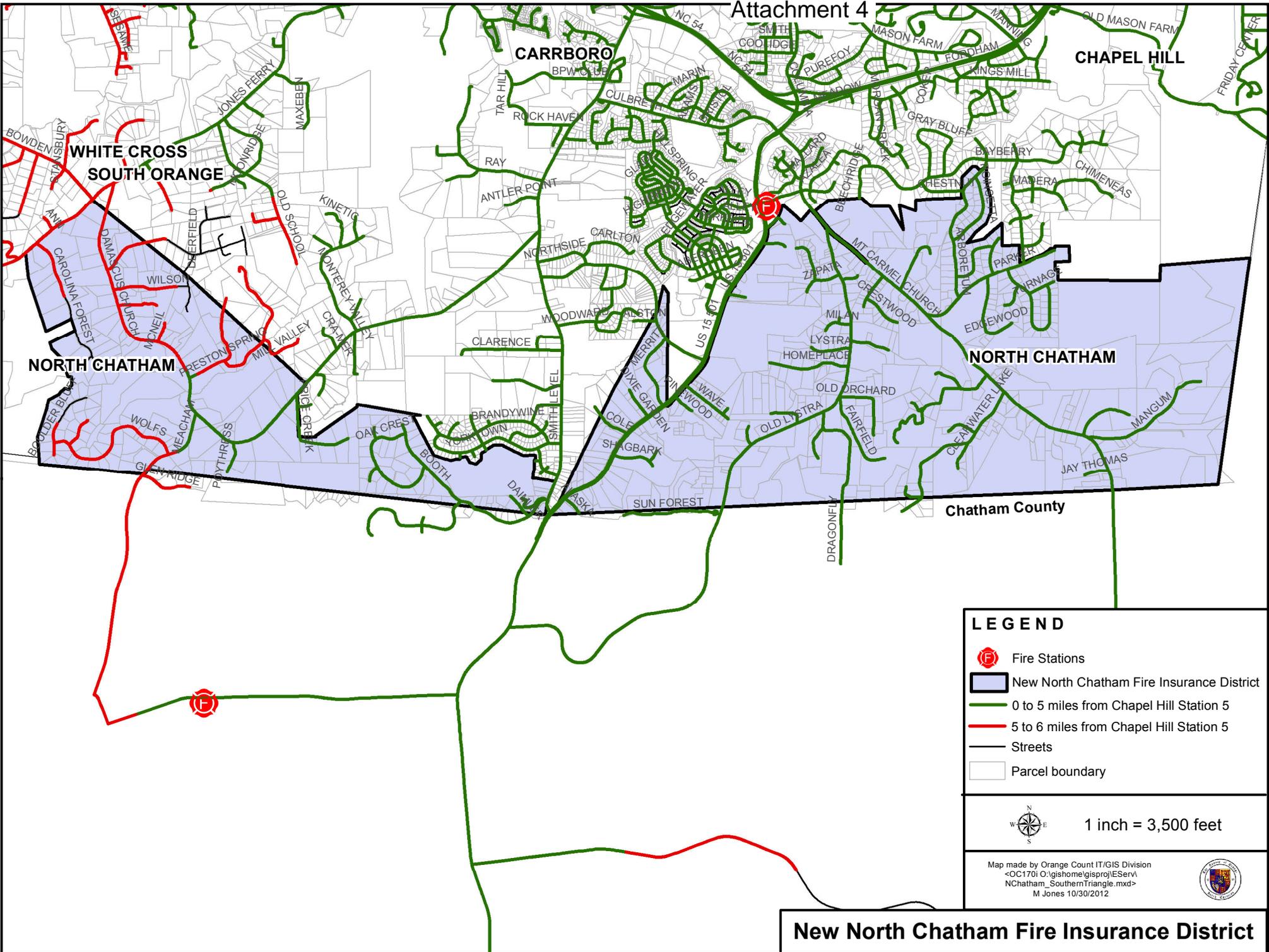
- Fire Stations
- 0 to 5 miles from Chapel Hill Station 5
- 5 to 6 miles from from Chapel Hill Station 5
- Streets
- Parcel boundary
- Greater Chapel Hill Fire Insurance District

1 inch = 1,500 feet

Map made by Orange Count IT/GIS Division  
 <OC170i O:\gishome\gisproj\EServ\NChatham\_SouthernTriangle.mxd>  
 M Jones 10/30/2012



**Greater Chapel Hill Fire Insurance District**



**New North Chatham Fire Insurance District**

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** March 7, 2013

**Action Agenda  
Item No. 7-c**

**SUBJECT:** Jordan Lake Allocation Process and Engineering Study

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**DEPARTMENT:** Planning and Inspections,  
Environment, Agriculture, Parks and  
Recreation (DEAPR)

**PUBLIC HEARING: (Y/N)**

No
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**ATTACHMENT(S):**

1. October 26, 2012 Letter from Hazen & Sawyer (re: Jordan Lake Partnership Potable Water Interconnection Study Phase 2: Hydraulic Modeling Proposal
2. Preliminary Conceptual Cost Sharing Approach

**INFORMATION CONTACT:**

Craig Benedict, Planning Director,  
919-245-2592  
Dave Stancil, Director, DEAPR,  
919-245-2522  
Kevin Lindley, Staff Engineer, Planning  
Department, 919-245-2583  
Tom Davis, Water Resources Coordinator,  
DEAPR, 919-245-2513

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**PURPOSE:** To consider adding funds in this year's budget process for utility engineering study/analysis regarding the infrastructure distribution program for future water allocations from Jordan Lake.

**BACKGROUND:** Orange County has been participating in the Jordan Lake Partnership, a group of regional local governments and utilities coordinating their requests for a North Carolina Department of Natural Resources (DENR) water resource allocation from Jordan Lake. Over the last 2 years, these various entities have collaborated to create consistent standards, terminology, projection methodologies, and options as the upcoming requests for long term water needs are developed. Although the demands and supplies of Jordan Lake and other water supplies have been comprehensively evaluated, the applications are associated but reviewed independently with each local government/utility by DENR.

Various aspects of water supply modeling are employed including how to transmit water from the supply (i.e. lake or reservoir, etc.) to the demand area (i.e. populations and businesses). Therein lies the purpose of this abstract item. Hazen and Sawyer has proposed Phase II of the Jordan Lake Interconnection Study which will analyze existing pipe infrastructure and necessary pipe sizes to accommodate a regional system of water transmission among the various applicants. This is necessary since water supply intakes on Jordan Lake are limited so future water transmission will have to be 'wheeled' around different 'shared' pipe networks.

Orange County presently has level II (reserve) raw water allocation of 1 million gallons per day (mgd) and will likely be asking for a similar but additional 3 mgd to support the development needs of the three economic development districts (EDDs) – Eno (partnership with City of

Durham), Hillsborough Area (partnership with Town of Hillsborough) and Buckhorn/Mebane (partnership with the City of Mebane). Although Orange County has formal agreements with the City of Durham and City of Mebane for these EDD zones being serviced, the supply allocations, if approved, could be ceded to the County's partners to convert raw water into 'finished' water. Over the next few months, Orange County will continue to examine the best available options to secure future public water resources for the County. This engineering study will be necessary and supportive of the Orange County Jordan Lake allocation application. The Orange County share of study cost is \$49,901.

There will be a full discussion of the Jordan Lake Allocation application process at the March 12<sup>th</sup> BOCC Work Session.

**FINANCIAL IMPACT:** These additional funds will be requested in the upcoming 2013-14 budget.

**RECOMMENDATION(S):** The Manager recommends the Board:

1. Support the concept of the Jordan Lake Allocation; and
2. Add the request to the upcoming 2013-14 budget.

## ATTACHMENT 1



Hazen and Sawyer, P.C.  
629 Green Valley Road  
Suite 200  
Greensboro, NC 27408  
336-292-7490  
Fax: 336-292-5614

October 26, 2012

Mr. Sydney Paul Miller, P.E.  
Water Resources Engineer  
Department of Public Works and Utilities  
Town of Cary  
400 James Jackson Ave.  
Cary, NC 27513

Re: Jordan Lake Partnership  
Potable Water Interconnection Study  
Phase 2: Hydraulic Modeling Proposal

Dear Mr. Miller:

Hazen and Sawyer is pleased to submit this updated proposal for hydraulic modeling of potable water interconnections among the Jordan Lake Partners. This version of the proposal responds to the discussion at the partner's meeting October 16, 2012.

The purpose of this study is to develop a regional approach for planning interconnections that increase the reliability and sustainability of drinking water by using resources cooperatively.

Our December 1, 2011, technical memorandum summarized Phase 1 of the project. This summary tabulated each partner's water facilities, documented existing interconnections and evaluated opportunities for improved interconnections. The key deliverable was a map showing all the partners' water systems, pressure zone boundaries and the interconnection locations.

Our December 20, 2011, technical memorandum outlined the next steps for evaluating interconnections by providing a modeling overview; an explanation of issues involved with combining and updating models; and recommendations for moving forward.

This updated proposal for the project's second phase integrates interconnection modeling requests by the partners and their feedback on the scope and cost estimates from previous proposals.

Interconnections will be evaluated for sustained transfers using multi-day extended period simulations. Predicted hydraulic performance will be compared with design criteria for velocities, pressures and tank water levels. Calibration tasks will focus on existing interconnections; broader calibration will be recommended if a partner's model is unable to match field measurements.

The following pages outline the requested modeling projects. Part 2 builds on Part 1 so that tasks are not repeated. Projects that involve wheeling water through an intermediate system may involve the same interconnections as direct transfer projects, but these are separate modeling scenarios that produce different flows and pressures. The numbers included in each project description refer to the interconnection IDs on the map from our December 1, 2011, technical memorandum.

Jordan Lake Partnership  
Phase 2 Hydraulic Modeling Proposal  
October 26, 2012  
Page 2

## Scope of Services

Part	Project Task Description	Hours	Fee
<b>1</b>	<b>Build core model of Cary and Durham, then add OWASA-Hillsborough Model</b>		
<b>1. 1</b>	<b>Analyze Cary-Durham Interconnections (#6, 7, 9)</b>	<b>368</b>	<b>\$ 57,280</b>
	1 Gather information and interview Partners' staff		
	2 Update Cary model infrastructure		
	3 Update Durham model infrastructure		
	4 Combine Durham and Cary models & add interconnection details		
	5 Check model calibration near interconnections		
	6 Determine sustainable flow from Cary to Durham with existing interconnections (EPS)		
	7 Identify improvements for sustained flow of 10 mgd from Cary to Durham (EPS)		
	8 Determine sustainable flow from Durham to Cary with existing interconnections (EPS)		
	9 Identify improvements for sustained flow of 7 mgd from Durham to Cary (EPS)		
	10 Present preliminary results		
	11 Prepare report chapter that incorporates review comments		
	12 QC		
<b>1. 2</b>	<b>Analyze Durham-OWASA Interconnections (#25, 26, 27)</b>	<b>368</b>	<b>\$ 51,840</b>
	1 Gather information and interview Partners' staff		
	2 Combine OWASA-Hillsborough model with Durham-Cary model and add interconnection details		
	3 Check model calibration near interconnections		
	4 Determine sustainable flow from Durham to OWASA with no flow to Chatham (EPS)		
	5 Determine flow from Durham to OWASA with 4 mgd point load to Chatham (at #10)		
	6 Identify improvements for 7 mgd from Durham to OWASA + 4 mgd to Chatham (at #10)		
	7 Identify improvements for 9 mgd from Durham to OWASA inc 2 mgd to Orange + 4 mgd to Chatham		
	8 Determine sustainable flow from OWASA to Durham with no flow to Chatham		
	9 Present preliminary results		
	10 Prepare report chapter that incorporates review comments		
	11 QC		
<b>1. 3</b>	<b>Analyze Flow between Cary and OWASA through Durham (#6, 7, 9, 25, 26, 27)</b>	<b>256</b>	<b>\$ 39,360</b>
	1 Gather information and interview Partners' staff		
	2 Identify improvements for sustained 5 mgd from Cary through Durham to OWASA off peak		
	3 Determine sustainable flow from OWASA through Durham to Cary		
	4 Present preliminary results		
	5 Prepare report chapter that incorporates review comments		
	6 QC		

Jordan Lake Partnership  
Phase 2 Hydraulic Modeling Proposal  
October 26, 2012  
Page 3

<b>Part</b>	<b>Project Task Description</b>	<b>Hours</b>	<b>Fee</b>
<b>1. 4</b>	<b>Analyze Hillsborough-Durham Interconnection (#16)</b> 1 Gather information and interview Partners' staff 2 Test three pumps and check model calibration at connection point 3 Identify improvements for 2 mgd from Durham to Hillsborough 4 Identify improvements for 4 mgd from Durham to Hillsborough including 2 mgd to Orange County 5 Identify improvements for 1 mgd to Durham 6 Present preliminary results 7 Prepare report chapter that incorporates review comments 8 QC	<b>248</b>	<b>\$ 37,840</b>
<b>1. 5</b>	<b>Analyze flow from Hillsborough to Orange County (#17,22)</b> 1 Gather information and interview Partners' staff 2 Update Orange Alamance model and add to combined model 3 Check model calibration near interconnections 4 Identify improvements for 0.75 mgd from Hillsborough through Orange Alamance to Buckhorn EDD 5 Identify improvements for 0.75 mgd from Hillsborough directly to Buckhorn EDD 6 Present preliminary results 7 Prepare report chapter that incorporates review comments 8 QC	<b>208</b>	<b>\$ 28,960</b>
<b>Part 1 Totals</b>		<b>1,448</b>	<b>\$ 215,280</b>

Jordan Lake Partnership  
Phase 2 Hydraulic Modeling Proposal  
October 26, 2012  
Page 4

<b>Part</b>	<b>Project Task Description</b>	<b>Hours</b>	<b>Fee</b>
<b>2</b>	<b>Add Raleigh, Apex, Holly Springs and North Chatham to model from Part 1</b>		
<b>2. 1</b>	<b>Analyze Cary emergency interconnections (#9, 6, 7, 47, 43, 32, 42, 44, 44, 45, 46, 50, 4, 3, 2, &amp; 1)</b>	<b>400</b>	<b>\$ 58,000</b>
	1 Gather information and interview Partners' staff		
	2 Update Apex model infrastructure		
	3 Add Raleigh and Apex to model from Part 1 and add details at interconnections		
	4 Check model calibration at interconnections		
	5 Analyze Cary emergency interconnections with 42" pipe out of service		
	6 Analyze Cary emergency interconnections with CAWTF out of service		
	7 Present preliminary results		
	8 Prepare report chapter that incorporates review comments		
	9 QC		
<b>2. 2</b>	<b>Analyze Apex-Holly Springs interconnection (#21, 5, 1, 2, 3, 4)</b>	<b>240</b>	<b>\$ 35,280</b>
	1 Gather information and interview Partners' staff		
	2 Add new Holly Springs model to core model and add details at interconnections		
	3 Identify more efficient locations for current pump station		
	4 Identify improvements for 2 mgd to Holly Springs + 3 mgd to Apex + 7 mgd to Cary from Harnett		
	5 Determine sustainable flow from Apex to Holly Springs		
	6 Present preliminary results		
	7 Prepare report chapter that incorporates review comments		
	8 QC		
<b>2. 3</b>	<b>Analyze flow between Cary and Chatham County (#48, 1, 2, 3, 4)</b>	<b>240</b>	<b>\$ 35,280</b>
	1 Gather information and interview Partners' staff		
	2 Add North Chatham County model to core model and add details for connecting pipes		
	3 Determine flow from Cary through Apex to Chatham County		
	4 Determine flow from Chatham County through Apex to Cary		
	5 Present preliminary results		
	6 Prepare report chapter that incorporates review comments		
	7 QC		

Jordan Lake Partnership  
Phase 2 Hydraulic Modeling Proposal  
October 26, 2012  
Page 5

<b>Part</b>	<b>Project Task Description</b>	<b>Hours</b>	<b>Fee</b>
<b>2. 4</b>	<b>Analyze flow from Raleigh through Cary to Holly Springs and Apex (#46, 50, 4, 5)</b> 1 Gather information and interview Partners' staff 2 Update model at Cary's proposed connections to Holly Springs transmission main 3 Determine flow from Raleigh through Cary to Holly Springs 4 Determine flow from Raleigh through Cary to Apex 5 Identify improvements to increase above flows 6 Present preliminary results 7 Prepare report chapter that incorporates review comments 8 QC	<b>232</b>	<b>\$ 34,160</b>
<b>2. 5</b>	<b>Analyze flow from Durham to Apex (1, 2, 3, 4, 6, 7, 9)</b> 1 Gather information and interview Partners' staff 2 Determine flow from Durham through Cary to Apex 3 Identify improvements to increase above flows 4 Present preliminary results 5 Prepare report chapter that incorporates review comments 6 QC	<b>196</b>	<b>\$ 30,600</b>
<b>2. 6</b>	<b>Analyze Cary-Durham-Raleigh interconnections in 2060 (#9, 6, 7, 47, 43, 32, 42, 44, 45, 46, 25, 26, 27)</b> 1 Gather information and interview Partners' staff 2 Adjust core models to 2060 demand from Triangle Regional Water Supply Plan 3 Identify improvements for 10 mgd from Durham to Cary/Apex 4 Identify improvements for 10 mgd from Raleigh to Cary/Apex 5 Identify improvements for 10 mgd from Durham and Raleigh to Cary/Apex 6 Identify improvements for 17 mgd from Durham to Cary/Apex 7 Identify improvements for 17 mgd from Raleigh to Cary/Apex 8 Identify improvements for 17 mgd from Durham and Raleigh to Cary/Apex 9 Determine flow from Harnett County through Holly Springs to Cary/Apex 10 Determine flow from Harnett County through Holly Springs and Cary/Apex to Raleigh 11 Determine flow from Harnett County through Holly Springs and Cary/Apex to Durham 12 Determine flow from Harnett County through Holly Springs, Cary/Apex and Durham to OWASA 13 Present preliminary results 14 Prepare report chapter that incorporates review comments 15 QC	<b>496</b>	<b>\$ 72,720</b>
<b>Part 2 Totals</b>		<b>1,804</b>	<b>\$ 266,040</b>
<b>GRAND TOTALS</b>		<b>3,252</b>	<b>\$ 481,320</b>

Jordan Lake Partnership  
 Phase 2 Hydraulic Modeling Proposal  
 October 26, 2012  
 Page 6

## Deliverables

The deliverable for this project will be a single report with chapters describing findings for each interconnection project. The report will be provided in electronic format.

## Project Team

The Hazen and Sawyer team for this project will include:

Project Director: Michael Wang, PhD, P.E.

Project Manager: Jeffrey R. Cruickshank, P.E.

Modelers:

Crystal Broadbent, P.E.

Todd Davis, P.E.

Ricardo Espinosa, P.E.

Megan Roberts, P.E.

Wayne Zhang, PhD, P.E.,

Field Coordinator:

Kevin Widderich, E.I.

## Compensation:

Compensation for services rendered shall be based on a Direct Labor Multiplier of 3.15 applied to labor costs of the cumulative hours charged to the project by each employee providing services.

Table 1 depicts current direct salary rates for various staff positions expected to be involved with this project. Actual rates will be based upon labor costs for the individuals working on the project at the time services are rendered, and may differ from those shown in the table.

<b>Table 1 – Direct Salary Rates</b>	
<b>Position</b>	<b>Direct Salary Rates</b>
Vice President	\$75
Senior Associate	\$67
Associate	\$48
Principal Engineer	\$44
Engineer/Field Coordinator	\$40

The Direct Labor Multiplier will be applied to actual labor costs and will include all overhead, profit, travel, modeling software and computer costs, word processing, secretarial, telephones, faxes, etc.

It shall be understood the aggregate cost ceiling established for this project shall not be exceeded. If a project takes fewer hours than estimated, the fee will be less than that shown. If the costs for another project overrun that project's cost ceiling, remaining fees from other projects may be used.

Jordan Lake Partnership  
Phase 2 Hydraulic Modeling Proposal  
October 26, 2012  
Page 7

**Schedule:**

We estimate completion within 12 months of authorization to proceed. Invoicing will not begin before July 1, 2013.

Please call me at (336) 292-7490 x81720 if you have any questions regarding this proposal, or email me at [jcruckshank@hazenandsawyer.com](mailto:jcruckshank@hazenandsawyer.com).

Sincerely,

**HAZEN AND SAWYER, P.C.**



Jeffrey R. Cruickshank, P.E.  
Senior Associate

CC: Michael Wang, P.E.  
Christopher Belk, P.E.

Jordan Lake Partnership  
 Potable Water Interconnection Study  
 Phase 2: Hydraulic Modeling Proposal

**Preliminary Conceptual Cost Sharing Approach for DISCUSSION PURPOSES ONLY** Potential Scope and Cost Sharing

Based on H&S Memo, 10/26/2012  
 Drafted on 10/29/2012

Task	Description	Cost		Cary	Apex	Durham	OWASA	Hillsborough	Chatham County	Pittsboro	Holly Springs	Raleigh	Orange County	cost per Participant (after base subtracted)	Cary	Apex	Durham	OWASA	Hillsborough	Chatham County	Pittsboro	Holly Springs	Raleigh	Orange County		
1.1	Analyze Cary-Durham Interconnections (#6, 7, 9)	\$57,280	x	x	x	x	x							\$9,738	\$9,738	\$9,738	\$9,738	\$9,738	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1.2	Analyze Durham-OWASA Interconnections (#25, 26, 27)	\$51,840	x	x	x	x	x		x				x	\$7,344	\$7,344	\$7,344	\$7,344	\$7,344	\$0	\$7,344	\$0	\$0	\$0	\$0	\$7,344	
1.3	Analyze Flow between Cary and OWASA through Durham (#6, 7, 9, 25, 26, 27)	\$39,360	x	x	x	x	x							\$8,364	\$8,364	\$8,364	\$8,364	\$8,364	\$0	\$0	\$0	\$0	\$0	\$0		
1.4	Analyze Hillsborough-Durham Interconnection (#16)	\$37,840	x					x						\$10,721	\$0	\$0	\$10,721	\$0	\$10,721	\$0	\$0	\$0	\$0	\$10,721		
1.5	Analyze Flow from Hillsborough to Orange County (#17, 22)	\$28,960	x											\$24,616	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,616		
2.1	Analyze Cary emergency interconnections (#9, 6, 7, 47, 43, 32, 42, 44, 45, 46, 50, 4, 3, 2, & 1)	\$58,000	x	x	x	x	x							\$9,860	\$9,860	\$9,860	\$9,860	\$9,860	\$0	\$0	\$0	\$0	\$0	\$9,860		
2.2	Analyze Apex-Holly Springs interconnection (#21, 5, 1, 2, 3, 4)	\$35,280	x	x	x	x	x							\$5,998	\$5,998	\$5,998	\$5,998	\$5,998	\$0	\$0	\$0	\$5,998	\$0	\$0		
2.3	Analyze flow between Cary and Chatham County (#48, 1, 2, 3, 4)	\$35,280	x	x	x	x			x					\$9,996	\$9,996	\$9,996	\$0	\$0	\$0	\$9,996	\$0	\$0	\$0	\$0		
2.4	Analyze flow from Raleigh through Cary to Holly Springs and Apex (#46, 50, 4, 5)	\$34,160	x	x	x									\$7,259	\$7,259	\$7,259	\$0	\$0	\$0	\$0	\$0	\$7,259	\$7,259	\$0		
2.5	Analyze flow from Durham to Apex (#1, 2, 3, 4, 6, 7, 9)	\$30,600	x	x	x	x	x							\$5,202	\$5,202	\$5,202	\$5,202	\$5,202	\$0	\$0	\$0	\$0	\$5,202	\$0		
2.6	Analyze Cary-Durham-Raleigh interconnections in 2060 (#9, 6, 7, 47, 43, 32, 42, 44, 45, 46, 25)	\$72,720	x	x	x	x	x							\$12,362	\$12,362	\$12,362	\$12,362	\$12,362	\$0	\$0	\$0	\$0	\$12,362	\$0		
<b>Base Participation</b>		<b>\$72,198</b>												\$7,220	\$7,220	\$7,220	\$7,220	\$7,220	\$7,220	\$7,220	\$7,220	\$7,220	\$7,220	\$7,220		
<b>Total</b>		<b>\$481,320</b>		<b>15%</b>	x	x	x	x	x	x	x	x	x	\$7,220	<b>\$83,342</b>	<b>\$83,342</b>	<b>\$76,809</b>	<b>\$66,087</b>	\$7,220	<b>\$24,560</b>	<b>\$7,220</b>	<b>\$20,476</b>	<b>\$51,641</b>	<b>\$49,901</b>		

\$481,320

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** March 7, 2013

**Action Agenda  
Item No.** 7-d

**SUBJECT:** Proposal to Move Toward A Franchise to Privatize Curbside Solid Waste and Recycling Services in Unincorporated Area of Orange County

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**DEPARTMENT:** Solid Waste/Recycling

**PUBLIC HEARING: (Y/N)**

No

**ATTACHMENT(S):**

- 1) General Statutes 153A-136 Regulations of Solid Waste
- 2) General Statutes 160A-327 Displacement of Private Solid Waste Collection Services

**INFORMATION CONTACT:**

Frank Clifton, 245-2300  
Gayle Wilson, 968-2885  
John Roberts, 245-2318  
Michael Talbert, 245-2308

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**PURPOSE:** To discuss a proposal to move toward a county-wide franchise agreement that would privatize curbside Solid Waste and Recycling Services in the unincorporated areas of Orange County.

**BACKGROUND:** The Solid Waste Mission Statement is to operate public facilities receiving and processing various types of Municipal Solid Waste and Construction and Demolition Waste in such a way as to provide a high quality, reliable, cost effective environmental safe containment of these wastes ensuring the protection of the environment, health and safety of the citizens of Orange County.

The BOCC has authorized a major modernization/upgrade of the Walnut Grove Solid Waste Convenience Center as a first step in eventual improvements to all five solid waste convenience centers. These improvements conceive creating two centrally located District Centers (Walnut Grove and Eubanks) which would have extended hours of operation and a wide range of services to include Household Hazardous Waste, expanded salvage sheds, food waste/cooking oil recycling and various other new and improved recycling opportunities. The other three Neighborhood Centers would have slightly reduced hours of operation and more limited services. All would utilize compaction for more efficient hauling and be paved for a more sanitary and aesthetic resident experience with more user friendly and safer waste/recycling receptacles.

The Orange County Municipal Solid Waste Landfill, located on Eubanks Road, will close on June 30, 2013. The Construction and Demolition landfill will continue to operate for the next 17 to 18 years. White goods, scrap tires, scrap metal, mattresses, and yard waste will become part of the recycling division beginning July 1, 2013. These significant changes in the operation of

the Solid Waste, and recent North Carolina court decisions limiting County authority, caused Orange County to investigate curbside Solid Waste alternatives.

Curbside household solid waste collections in the unincorporated areas of the County are provided by private haulers (without a franchise agreement). The Towns collect household solid waste within their town limits. Curbside recycling, provided by the County, is limited to 13,730 households in the unincorporated area of the County. A rural curbside recycling fee is charged to those households where recycling services are made available. An urban curbside recycling fee is charged to Chapel Hill, Carrboro and Hillsborough residents by the County for urban curbside recycling services.

North Carolina General Statute's 153A-136 (Attachment 1) Regulation of Solid Waste, gives Counties the authority to grant a franchise for the exclusive right to collect or dispose of solid waste within all or a defined portion of the county and prohibit others from collecting or disposing of solid wastes in that area. The County is exploring a franchise agreement process for the unincorporated areas of the County which would include the privatization of curbside household solid waste and recycling. The County may by resolution permit a Solid Waste Ordinance to be adopted by the Towns and applicable within the Town limits. The Towns may negotiate a fee schedule that differs from the fees established by the County for privatized curbside solid waste or recycling services.

North Carolina General Statute's 160A-327 (Attachment 2) provides that a unit of local government may displace a private company that is providing collection services for household solid waste or recovered material. The County will follow the procedure outlined in GS 160A-327. The earliest possible date for the Board to hold a hearing to consider implementing provisions of the statute is April 23, 2013.

An anticipated timeline, if Orange County moves toward the Franchise of Curbside Solid Waste and Recycling Services in Unincorporated Area of Orange County is:

- March 15, 2013 – Notice to existing private solid waste collection services of the April 23, 2013 meeting to discuss Franchise Agreement and displacement of private solid waste collection services
- April 23, 2013 Public Hearing to discuss Franchise Agreement and displacement of private solid waste collection services implementing the 15 month public notice requirement
- April 23, 2013 – June 15, 2013 Create Request for Proposals (RFP) - Franchise Agreement
- June 15, 2013 – August 15, 2013 RFP available for vendors to responses
- August 15, 2013 – September 30, 2013 Staff evaluation of proposals and negotiations with vendors
- October 8, 2013 Work Session discussion of Franchise Agreement
- November 5, 2013 Public Hearing to consider Franchise Agreement
- November 19, 2013 Board Approval of Franchise Agreement
- July 1, 2014 – December 31, 2015 - Phased Implementation of Franchise Agreement

**FINANCIAL IMPACT:** There is no financial impact to the County in discussing this proposal to move toward a county-wide franchise agreement for privatized curbside Solid Waste and Recycling Services in the unincorporated areas of Orange County.

**RECOMMENDATION(S):** The Manager recommends that the Board approve the scheduling of a public hearing to discuss a proposal to move toward a county-wide Franchise agreement for curbside Solid Waste and Recycling Services in the unincorporated areas of Orange County for April 23, 2013 and direct staff to proceed with the various steps required in NC General Statutes.

NOTE: There are several elements to this process that will require coordination with Town governments, the existing recycling contractor, existing private waste collection in rural Orange County and others. If the process ends in a decision to move forward to 'privatize ' curbside collection services, the existing fees charged by the County for these services will be eliminated and residents will voluntarily participate in curbside solid waste and recycling services provided by a private contractor on an individual fee basis established via the franchise agreement process.

**§ 153A-136. Regulation of solid wastes.**

(a) A county may by ordinance regulate the storage, collection, transportation, use, disposal, and other disposition of solid wastes. Such an ordinance may:

- (1) Regulate the activities of persons, firms, and corporations, both public and private.
- (2) Require each person wishing to commercially collect or dispose of solid wastes to secure a license from the county and prohibit any person from commercially collecting or disposing of solid wastes without a license. A fee may be charged for a license.
- (3) Grant a franchise to one or more persons for the exclusive right to commercially collect or dispose of solid wastes within all or a defined portion of the county and prohibit any other person from commercially collecting or disposing of solid wastes in that area. The board of commissioners may set the terms of any franchise, except that no franchise may be granted for a period exceeding 30 years, nor may any franchise by its terms impair the authority of the board of commissioners to regulate fees as authorized by this section.
- (4) Regulate the fees, if any, that may be charged by licensed or franchised persons for collecting or disposing of solid wastes.
- (5) Require the source separation of materials prior to collection of solid waste for disposal.
- (6) Require participation in a recycling program by requiring separation of designated materials by the owner or occupant of the property prior to disposal. An owner of recovered materials as defined by G.S. 130A-290(a)(24) retains ownership of the recovered materials until the owner conveys, sells, donates, or otherwise transfers the recovered materials to a person, firm, company, corporation, or unit of local government. A county may not require an owner to convey, sell, donate, or otherwise transfer recovered materials to the county or its designee. If an owner places recovered materials in receptacles or delivers recovered materials to specific locations, receptacles, and facilities that are owned or operated by the county or its designee, then ownership of these materials is transferred to the county or its designee.
- (6a) Regulate the illegal disposal of solid waste, including littering on public and private property, provide for enforcement by civil penalties as well as other remedies, and provide that such regulations may be enforced by county employees specially appointed as environmental enforcement officers.
- (7) Include any other proper matter.

(b) Any ordinance adopted pursuant to this section shall be consistent with and supplementary to any rules adopted by the Commission for Public Health or the Department of Environment and Natural Resources.

(c) The board of commissioners of a county shall consider alternative sites and socioeconomic and demographic data and shall hold a public hearing prior to selecting or approving a site for a new sanitary landfill that receives residential solid waste that is located within one mile of an existing sanitary landfill within the State. The distance between an existing and a proposed site shall be determined by measurement between the closest points on the outer boundary of each site. The definitions set out in G.S. 130A-290 apply to this subsection. As used in this subsection:

- (1) "Approving a site" refers to prior approval of a site under G.S. 130A-294(a)(4).
- (2) "Existing sanitary landfill" means a sanitary landfill that is in operation or that has been in operation within the five-year period immediately prior to the date on which an application for a permit is submitted.
- (3) "New sanitary landfill" means a sanitary landfill that includes areas not within the

legal description of an existing sanitary landfill as set out in the permit for the existing sanitary landfill.

(4) "Socioeconomic and demographic data" means the most recent socioeconomic and demographic data compiled by the United States Bureau of the Census and any additional socioeconomic and demographic data submitted at the public hearing.

(d) As used in this section, "solid waste" means nonhazardous solid waste, that is, solid waste as defined in G.S. 130A-290 but not including hazardous waste.

(e) A county that has planning jurisdiction over any portion of the site of a sanitary landfill may employ a local government landfill liaison. No person who is responsible for any aspect of the management or operation of the landfill may serve as a local government landfill liaison. A local government landfill liaison shall have a right to enter public or private lands on which the landfill facility is located at reasonable times to inspect the landfill operation in order to:

(1) Ensure that the facility meets all local requirements.

(2) Identify and notify the Department of suspected violations of applicable federal or State laws, regulations, or rules.

(3) Identify and notify the Department of potentially hazardous conditions at the facility.

(f) Entry pursuant to subsection (e) of this section shall not constitute a trespass or taking of property. (1955, c. 1050; 1957, cc. 120, 376; 1961, c. 40; c. 514, s. 1; cc. 711, 803; c. 806, s. 1; 1965, c. 452; 1967, cc. 34, 90; c. 183, s. 1; cc. 304, 339; c. 495, s. 4; 1969, cc. 79, 155, 176; c. 234, s. 1; c. 452; c. 1003, s. 4; 1973, c. 476, s. 128; c. 822, s. 1; 1989 (Reg. Sess., 1990), c. 1009, s. 1; 1991 (Reg. Sess., 1992), c. 1013, s. 1; 1993, c. 165, s. 1; 1997-443, s. 11A.123; 2001-512

**160A-327. Displacement of private solid waste collection services.**

(a) A unit of local government shall not displace a private company that is providing collection services for municipal solid waste or recovered materials, or both, except as provided for in this section.

(b) Before a local government may displace a private company that is providing collection services for municipal solid waste or recovered materials, or both, the unit of local government shall publish notice of the first meeting where the proposed change in solid waste collection service will be discussed. Notice shall be published once a week for at least four consecutive weeks in at least one newspaper of general circulation in the area in which the unit of local government and the proposed displacement area are located. The first public notice shall be given no less than 30 days but no more than 60 days prior to the displacement issue being placed on the agenda for discussion or action at an official meeting of the governing body of the unit of local government. The notice shall specify the date and place of the meeting, the geographic location in which solid waste collection services are proposed to be changed, and the types of solid waste collection services that may be affected. In addition, the unit of local government shall send written notice by certified mail, return receipt requested, to all companies that have filed notice with the unit of local government clerk pursuant to the provisions of subsection (f) of this section. The unit of local government shall deposit notice in the U.S. mail at least 30 days prior to the displacement issues being placed on the agenda for discussion or action at an official meeting of the governing body of the unit of local government.

(c) Following the public notice required by subsection (b) of this section, but in no event later than six months after the date of the first meeting pursuant to subsection (b) of this section, the unit of local government may proceed to take formal action to displace a private company. The unit of local government or other public or private entity selected by the unit of local government may not commence the actual provision of these services for a period of 15 months from the date of the first publication of notice, unless the unit of local government provides compensation to the displaced private company as follows:

- (1) Subject to subdivision (3) of this subsection, if the private company has provided collection services in the displacement area prior to announcement of the displacement action, the unit of local government shall provide compensation to the displaced private company in an amount equal to the total gross revenues for collection services provided in the displacement area for the six months prior to the first publication of notice required under subsection (b) of this section.
- (2) Subject to subdivision (3) of this subsection, if the displaced private company has provided collection services in the displacement area for less than six months prior to the first publication of notice required under subsection (b) of this section, the unit of local government shall provide compensation to the displaced private company in an amount equal to the total gross revenues for the period of time that the private company provided such services in the displacement area.
- (3) If the displaced private company purchased an existing operation of another private company providing such services, compensation shall be for six months based on the monthly average total gross revenues for three months the immediate preceding the first publication of notice required under subsection (b) of this section.

(d) If the local government elects to provide compensation pursuant to subsection (c) of this section, the amount due from the unit of local government to the displaced company shall be paid as follows: one-third of the compensation to be paid within 30 days of the displacement and the balance paid in six equal monthly installments during the next succeeding six months.

(e) If the unit of local government fails to change the provision of solid waste services as described in the notices required under subsection (b) of this section within six months of the date of the first meeting pursuant to subsection (b) of this section, the unit of local government shall not take action to displace without complying again with the provisions of subsection (b) of this section.

(f) Notice of the provision of solid waste collection service shall be filed with the unit of local

government clerk of all cities and counties located in the private company's collection area or within five miles thereof.

(g) This section shall not apply when a private company is displaced as the result of an annexation under Article 4A of Chapter 160A of the General Statutes or an annexation by an act of the General Assembly. The provisions of G.S. 160A-37.3, 160-49.3, or 160A-324 shall apply.

(h) If a unit of local government intends to provide compensation under subsection (c) of this section to a private company that has given notice under subsection (f) of this section, the private company shall make available to the unit of local government not later than 30 days following a written request of the unit of local government, sent by certified mail, return receipt requested, all information in its possession or control, including operational, financial, and budgetary information necessary for the unit of local government to determine if the private company qualifies for compensation. The private company forfeits its rights under this section if it fails to make a good faith response within 30 days following receipt of the written request for information from the unit of local government provided that the unit of local government's written request so states by specific reference to this section.

(i) Nothing in this section shall affect the authority of a city or county to establish recycling service where recycling service is not currently being offered.

(j) As used in this section, the following terms mean:

- (1) Collection. – The gathering of municipal solid waste, recovered materials, or recyclables from residential, commercial, industrial, governmental, or institutional customers and transporting it to a sanitary landfill or other disposal facility. Collection does not include transport from a transfer station or processing point to a disposal facility.
- (2) Displacement. – Any formal action by a unit of local government that prohibits a private company from providing all or a portion of the collection services for municipal solid waste, recovered materials, or recyclables that the company is providing in the affected area at least 90 days prior to the date of the first publication of notice required by subsection (b) of this section. Displacement also means an action by a unit of local government to use an availability fee, nonoptional fee, or taxes to fund competing collection services for municipal solid waste, recovered materials, or recyclables that the private company is providing in the affected areas at least 90 days prior to the date of the first publication of notice required under subsection (b) of this section is given. Displacement does not include any of the following actions:
  - a. Failure to renew a franchise agreement or contract with a private company.
  - b. Taking action that results in a change in solid waste collection services because the private company's operations present an imminent and substantial threat to human health or safety or are causing a substantial public nuisance.
  - c. Taking action that results in a change in solid waste collection services because the private company has materially breached its franchise agreement or the terms of a contract with the local government, or the company has notified the local government that it no longer intends to honor the terms of the franchise agreement or contract. Notice of breach must be delivered in writing, delivered by certified mail to the firm in question with 30 days to cure the violation of the contract.
  - d. Terminating an existing contract or franchise in accordance with the provisions of the contract or franchise agreement.
  - e. Providing temporary collection services under a declared state of emergency.
  - f. Taking action that results in a change in solid waste collection services due to the existing providers' felony conviction of a violation in the State of federal or State law governing the solid waste collection or disposal.
  - g. Contracting with a private company to continue its existing services or

provide a different level of service at a negotiated price on terms agreeable to the parties.

- (3) Municipal solid waste. – As defined in G.S. 130A-290(18a).
- (4) Unit of local government. – A county, municipality, authority, or political subdivision that is authorized by law to provide for collection of solid waste or recovered materials, or both. (2006-193, s. 4.)

**ORANGE COUNTY  
BOARD OF COMMISSIONERS**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** March 7, 2013

**Action Agenda  
Item No.** 8-a

**SUBJECT:** Update on Status/Implementation of Addressing and Road-Naming Ordinance

**DEPARTMENT:** Tax Administration

**PUBLIC HEARING:** (Y/N)

No

**ATTACHMENT(S):**

Road Naming and Addressing Ordinance  
Memorandum and Addressing and  
Road Naming Ordinance Status

**INFORMATION CONTACT:**

Dwane Brinson, Tax Administrator,  
(919) 245-2726

**PURPOSE:** To receive an update report on the status/implementation of the Road Naming and Addressing Ordinance.

**BACKGROUND:** In December 2011 the Board of County Commissioners adopted a Road Naming and Addressing Ordinance. Affected areas include those outside municipal jurisdictions. In November 2012 the County's Geographic Information Systems (GIS) operations were delegated under the direction of the Tax Administrator. Additionally, the Land Records/GIS Division Manager became the Address Administrator as outlined in the Ordinance.

The Ordinance took effect January 1, 2013, and the Tax Administrator, Address Administrator and County Attorney's Office have been working diligently to create an implementation and enforcement plan. A foremost goal of implementation is meeting with community partners and educating and empowering the public with a soft implementation throughout 2013. This informational presentation is provided as a means to garner BOCC feedback and suggestions that may augment and improve the current implementation and enforcement plan.

**FINANCIAL IMPACT:** There is no financial impact associated with receiving the update report.

**RECOMMENDATION(S):** The Manager recommends that the BOCC receive the update report as information and provide any comments and questions.



**ORANGE COUNTY TAX ADMINISTRATION**  
228 S CHURTON STREET, SUITE 200, PO BOX 8181  
HILLSBOROUGH, NORTH CAROLINA 27278  
**Telephone (919) 245-2725 Fax (919) 644-3332**  
T. Dwane Brinson, Director

## Memorandum

To: Orange County Board of Commissioners

Cc: Frank Clifton, County Manager

From: Dwane Brinson, Tax Administrator *DB*

Date: February 22, 2013

Re: Road Naming and Addressing Ordinance

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At the March 7, 2013 meeting of the Board of County Commissioners (BOCC), the Orange County Tax Administrator and Orange County Land Records/GIS Manager/Address Administrator will provide an update on the adopted Road Naming and Addressing Ordinance. The verbal report will be provided in an effort to communicate our plan to the BOCC for conformity to the goals behind adopting this ordinance. This memorandum is provided in an effort to provide a written plan of action prior to the BOCC meeting for discussion.

### **BACKGROUND**

In December, 2011 the BOCC formally adopted a Road Naming and Addressing Ordinance. The Ordinance was crafted, vetted and adopted in an effort to resolve and preempt safety issues that had manifest in the operations of our county public safety departments. Public safety responders were unable to locate structures. A letter was mailed to all affected residents on August 29, 2012. This letter was generic in nature providing general information about the Ordinance and where residents could find more information. It did not cite non-compliance of properties.

The Ordinance was to be enforced through county addressing, which was a responsibility of Orange County Geographic Information Systems. When this Ordinance was adopted, GIS was under the direction of Orange County Information Technologies. In November, 2012, the entire GIS department, was placed under the direction of the Orange County Tax Administrator and, more specifically, the Land Records Division of the Tax Office.

## **ISSUES**

Providing efficient and effective public safety services to residents was a top priority in adoption of the Ordinance. Public safety responders were having a plethora of complications when attempting to locate and respond to calls from residents in need. Many addressable structures could not be located without considerable time and effort, neither of which can be spared in a time of emergency.

The Tax Office and its Land Records/GIS Division have been working to enumerate broad categories of issues to be resolved. Prior to the Ordinance, and continuing to present day, the following issues have been identified:

- Most mobile home parks have no street names. Once an emergency responder arrives at a mobile home park, she or he may not be able to locate a specific mobile home unless there is a central office with available staff. The mobile home parks host mailboxes at the main road with no identification on the structures themselves.
- Years ago Orange County addresses were route numbers. The route numbers were then proposed to convert to house numbers and compliance with the new system at that time was voluntary. Therefore, current manifestations of both systems are throughout the county. This has resulted in addresses being out of sequence and difficult to locate.
- All new roads in the county should be recorded through the Register of Deeds. Some road names identified as problematic will involve a full title search whereby all road maintenance agreements, surveys and other public records are reviewed for compliance with the Ordinance.
- Some areas of the county have roads with a main driveway where mailboxes are hosted at the main road, then the main driveway branches into multiple different driveways with several structures down each corollary. The structures have no identification nor do the driveways, which makes emergency responses incredibly difficult.

## **CURRENT STATUS**

Implementation of the Road Naming and Addressing Ordinance will be an enormous undertaking. At this point, reports of non-compliance are a result of citizen actions or emergency responder insight. Considering the reorganization of GIS and county addressing from IT to the Tax Office, and the need for myself and the Land Records/GIS Manager/Address Administrator to learn the Ordinance and develop implementation plan, the Tax Office has conducted very few field visits. Staffing demands are being evaluated for the 2013-2014 budget.

We held multiple meetings with Ms. Annette Moore in the County Attorney's Office and Orange County Planning, and will be meeting with the local fire chiefs in March to discuss our implementation plan accepting constructive feedback. We would like to solicit feedback on our plan of action to ensure we have a clear understanding of the impetus, goals and outcomes needed of this Ordinance.

## **IMPLEMENTATION PLAN OVERVIEW**

Considering the Ordinance was formally adopted by the BOCC in December, 2011, and the large response received from residents pursuant to the August 29, 2012 letter, we must move forward with implementation. This project will take a significant amount of time for staff to work through the county and isolate non-compliance issues, determine corrective action, and work with residents toward correction.

Residents must be notified of non-compliance before any action can be taken. It should not be assumed that Orange County will fine residents beginning January 1, 2013 if they have received no notification of non-compliance. The Tax Office plans to use 2013 as an educational opportunity. The goal of the Ordinance is to resolve and preempt safety issues, and the more we are able to educate the public on requirements of the ordinance the more efficient and effective the process will be. Our community partners and residents will be empowered to help us work through this implementation plan.

### Logistics

For consistency, accuracy and ease of awareness, we intend to work through properties within Orange County's jurisdiction by fire district. Such an approach will allow staff to focus on a specific area one at a time, and this can be done in collaboration with the fire chief of the area. We must work with the Orange County Public Information Officer, Carla Banks, local news outlets, fire chiefs, EMS and Tax Office public relations channel to make the public aware of the area under review. This should help relieve stress for those in fear of non-compliance.

### Priorities/Implementation

The top priority of implementation is to resolve 911 issues as identified by EMS and fire chiefs. Once we begin working through a fire district, correcting/assigning road names are the top priority. A second priority is identification of structures once the correct road name is verified or assigned. Residents should place identifying address numbers of three inches or greater with contrasting background at the road and the structure. This would happen after the Tax Office notifies affected residents of a new road name or an address out of sequence. Once residents have the correct information, proper signage should be placed in accordance with the Ordinance.

For those that have a permissible road name and do not have an address out of sequence, it is just as important that we notify them of such as this will help relieve anxiety on their part. We plan to communicate in some form with every single resident under the jurisdiction of this Ordinance, whether it be to confirm their compliance to help them work through non-compliance issues.

Since we plan to use 2013 as an opportunity to educate and empower the residents and our community partners, we will begin notifying residents of non-compliance in January, 2014. This will permit time for us to work with emergency responders to pinpoint the most troubled fire districts and begin reviewing the first fire district for non-compliance and safety issues. Only after January, 2014 will residents be notified of a non-compliance issue.

After January, 2014, and after we have determined that a property is not in compliance, the foremost goal is to bring said property into compliance without having to levy a fine. I hope our approach outlined below is found to be friendly and supportive of the BOCC's goals in adopting the Ordinance:

1. Non-compliance discovered.
2. Tax Office will send a notification of corrective action affording the resident 60 days to follow through with needed corrective action. Said letter will contain all necessary information for the resident to bring property into compliance. The Tax Office, within these 60 days, will communicate further with the affected resident through field visits and phone calls. As long as the resident is continuing to work with the Tax Office on needed corrective action, a letter of non-compliance will not be sent. Only in the event that a resident disregards our initial communication or is uncooperative will the Tax Office send a letter of non-compliance, and this will occur only after the initial 60 days has elapsed from the initial communication.
3. Letter of non-compliance will be mailed after no response or no cooperation comes of the friendly letter. A resident would have 60 days from date on letter of non-compliance to provide noted corrective action. Should no response come from the resident within the additional 60 days, a fine of \$50 would be levied and collected by the Tax Office. It should be noted that the Tax Office has a software application to track properties and their notification dates, which means the system can be queried to pull records of those whose initial 60 days has elapsed, are in non-compliance, etc.

### **2013 SOFT IMPLEMENTATION PLAN**

Throughout 2013 the Tax Office is preparing a strong public relations and education campaign, preparing notification letters and setting up collection procedures. Leveraging resources available to us through our community partners is essential, too. We hope to accurately communicate the need for complying with the Ordinance to all those potentially affected. Tasks to be completed this year include:

- Present Ordinance overview to local Realtors
- Work with Orange County Homeowners Associations to help them determine if their policies should be modified to comply with the new Ordinance
- Routinely meet with the Sheriff's Department, EMS and fire chiefs to pinpoint issues of potential non-compliance
- Take advantage of any presentation already planned by the Tax Office, and include an overview of the new Ordinance into those
- Capitalize on the power of Twitter, YouTube and other social media outlets for news, information and announcements
- Work with the Orange County Public Information Office to prepare and disseminate press releases to news outlets and residents
- Develop standard notification letters to be used in communications with residents

- Work out collection procedures for a case where a resident were levied a fine for non-compliance with the Ordinance
- Consult with the Finance Department to determine if said fines should be handled through a separate fund, and setup appropriate fund as needed

## **CLOSING**

At this point, we would like to thank the residents and other county departments that have discussed with us potential problems areas that may be in non-compliance. This will help move the project forward as efficiently as possible. Constructive feedback received thus far and yet to be received will help ensure the intended goals of the Ordinance are met.

Throughout this project, and its continued maintenance, we will work closely with residents to ensure expectations are clear. We will be here to assist and inform while ensuring affected properties come into and stay in compliance. Rather than enforcers, we see fit to initially serve as educators and facilitators to help get willing residents into compliance with the Ordinance.

**Addressing and Road Naming Ordinance Status**  
***Compiled by the Orange County Tax Office***  
***Land Records/GIS Division***

**MAJOR TASKS COMPLETED:**

- Notification of Address Ordinance mailed to all property owners with addressable structures in Orange County's addressing jurisdiction (August, 2012)
- Informational website for updates regarding the Address Ordinance created and made available to the public
- Completed hundreds of addressing tickets as requested by Planning, Environmental Health, School Board, ES, Public Works, and Board of Elections (see table below):
- Development of Address Violations software application nearly completed (should be in production by March, 2013)
- GIS and county addressing successfully reorganized to fall under the direction of the Orange County Tax Office

Provided below is a table that illuminates addressing tickets and their time demands. These usually are a result of other county departments requesting a correction of a current address or assignment of a new address. This most frequently occurs when a resident applies for a permit through a county department, and that county department finds an error in how the address is reporting in GIS.

Table 1: Analysis of Address Corrections

	<b>CORRECTION Tickets Jan 2012 - Dec 2012</b>	<b>ASSIGNMENT Tickets Dec 2011 - Aug 2012</b>	<b>TOTAL ADDRESSING TICKETS</b>
# OF TICKETS	157	149	306
APPROX ADDRESSES	442 (some tickets have multiple address issues)	149	
AVG TIME PER TICKET	248 MINS	34 MINS	
TOTAL TIME	649 HRS	84HRS	733 HRS
AVG TIME PER MONTH	54.1	7	61.1 HRS
AVG TIME PER ADDRESS	88 MINS	34 INS	

Pursuant to the August 29, 2012 letter mailed to residents in Orange County's jurisdiction, a plethora of communications resulted. Through these correspondences, Orange County staff was able to assist and elucidate general requirements of the Ordinance and to further clarify information in the letter. Many of the issues resulting from this mailing are in abeyance until January, 2014.

Table 2: Letter Response Statistics

<b>LETTER RESPONSE STATISTICS (SEPT - DEC 2012)</b>	
Phone Calls	1589
Emails	145
Walk-Ins	39
<b>TOTAL RESPONSES</b>	<b>1773</b>

Table 3 below shows corrective actions taken by staff. These issues related specifically to the phone calls and emails generated by the August 29, 2012 letter. Proper notification was provided to these residents, and these changes have been made. Once GIS and county addressing was officially placed under the direction of the Tax Office, implementation was ceased in an effort to develop a more synchronized and efficient approach moving forward.

Table 3: Resolved Issues After August 29, 2012 Letter

<b>WORK COMPLETED SINCE LETTERS WERE MAILED (SEPT-DEC 2012)</b>	
NEW ROADS CREATED	11
ROAD NAMES RESERVED FOR FUTURE	17
ADDRESSES CHANGED TO NEW ROADS	69
ADDRESSES CHANGED DUE TO OTHER VIOLATIONS (retired, wrong road, out of sequence, discovery, etc)	17

Through collaboration with other county departments and local fire chiefs, mobile home parks have been the focus of implementing the Ordinance. As illustrated below in Table 4, helping to bring Orange County mobile home parks into compliance will involve a lot of coordination of different parties. Table 4 also shows issues related to readdressing single-family housing through needed road name corrections or address sequence reviews.

Table 4: Potential Issues for Implementation

<b>MOBILE HOME PARKS</b>	
TOTAL # of MOBILE HOMES	3271
# of MH PARKS in ORANGE CO. ADDRESS JURISDICTION	101
# of PARKS with 50+ MOBILE HOMES	12
# of PARKS with 10-49 MOBILE HOMES	47
# of PARKS with 3 to 10 MOBILE HOMES	54
<b>APPROXIMATE AFFECTED MOBILE HOMES</b>	<b>2130</b>
<i>APPROXIMATE SINGLES (UNAFFECTED)</i>	<i>1141</i>

**SINGLE and MULTI-FAMILY RESIDENCES to be  
POTENTIALLY READDRESSED**

<b>POTENTIAL # of NEWLY NAMED PRIVATE DRIVES</b>	<b>94</b>
# of ADDRESSES ON PRIVATE DRIVES to be READDRESSED	339
ADDRESSES OUT OF SEQUENCE, OUT OF RANGE, or ADDRESSED to the WRONG ROAD	302
<b>TOTAL TO BE READDRESSED</b>	<b>641</b>

**BOCC Meeting Follow-up Actions**

(Individuals with a \* by their name are the lead facilitators for the group of individuals responsible for an item)

<b>Meeting Date</b>	<b>Task</b>	<b>Target Date</b>	<b>Person(s) Responsible</b>	<b>Status</b>
2/19/13	Review and consider request that the Board consider holding a public hearing and possible adoption of a resolution in support of a repeal of the death penalty	3/19/2013	Chair/Vice Chair/Manager	<b>DONE</b> Resolution to be scheduled for April Board Meeting – Chair to send letter to petitioner
2/19/13	Review and consider request by Commissioner Pelissier that the Board respond to the request for comments regarding the Falls Lake Rules by sending a letter to the NC Department of Environment and Natural Resources	3/19/2013	Chair/Vice Chair/Manager	<b>DONE</b> Letter to be discussed as part of March 12 <sup>th</sup> Board work session
2/19/13	Review and consider request by Commissioner Pelissier that the County move forward with actions related to ag support enterprises by reviewing zoning and other ordinances, soliciting input on ag tourism, soliciting input from multiple County advisory boards, have a listening session that includes advisory board representatives, and receive a timeline from staff for the process to chart the course of the effort	3/19/2013	Chair/Vice Chair/Manager	<b>DONE</b> Staff to research and compile information from past work and schedule item for upcoming work session
2/19/13	Conform the lease with Senior Care of Orange County as approved by the Board	3/7/2013	John Roberts	<b>DONE</b>
2/19/13	Conform the lease with Piedmont Food and Agriculture Processing Center as approved by the Board	3/7/2013	John Roberts	<b>DONE</b>
2/19/13	Conform statewide issues resolution based on Board approval and compile materials for March 11, 2013 legislative breakfast	2/25/2013	Greg Wilder	<b>DONE</b>
2/19/13	Forward letter to NCDOT with comments regarding proposed private crossing closures	3/1/2013	Abigaile Pittman Craig Benedict	<b>DONE</b>
2/19/13	Work with Chapel Hill to solicit Town Council response to proposed five year provider agreement for fire service in Greater Chapel Hill District and move forward with plans for public hearing in April 2013	4/9/2013	Michael Talbert	<b>DONE</b> Staff already working with Chapel Hill and planning for April public hearing

**DRAFT**

**INFORMATION ITEM**

Date Prepared: 02/20/13

Date Revised: 02/27/13

<b>Meeting Date</b>	<b>Task</b>	<b>Target Date</b>	<b>Person(s) Responsible</b>	<b>Status</b>
2/19/13	Bring delayed item regarding Jordan Lake back to March 7, 2013 regular meeting	3/1/2013	Craig Benedict David Stancil	<b>DONE</b>
2/19/13	Bring delayed item regarding update on addressing and road-naming ordinance back to March 7, 2013 regular meeting, providing additional written information prior to the meeting	3/1/2013	Dwane Brinson	<b>DONE</b>

INFORMATION ITEM

Tax Collector's Report - Numerical Analysis

Effective Date of Report: February 18, 2013						
Tax Year 2012	Amount Charged in FY 12 - 13	Amount Collected	Accounts Receivable*	Amount Budgeted in FY 12 - 13	Remaining Budget	% of Budget Collected
Current Year Taxes	\$ 135,068,463.00	\$ 129,752,398.28	\$ 5,990,128.27	\$ 135,068,463.00	\$ 5,316,064.72	96.06%
Prior Year Taxes	\$ 4,026,736.27	\$ 1,266,642.56	\$ 2,416,375.91	\$ 994,130.00	\$ (272,512.56)	127.41%
<b>Total</b>	<b>\$ 139,095,199.27</b>	<b>\$ 131,019,040.84</b>	<b>\$ 8,406,504.18</b>	<b>\$ 136,062,593.00</b>	<b>\$ 5,043,552.16</b>	<b>96.29%</b>
Tax Year 2011	Amount Charged in FY 11 - 12	Amount Collected	Accounts Receivable	Amount Budgeted in FY 12 - 13	Remaining Budget	% of Budget Collected
Current Year Taxes	\$ 131,785,329.00	\$ 128,693,681.36	\$ 5,841,106.95	\$ 131,785,329.00	\$ 3,091,647.64	97.65%
Prior Year Taxes	\$ 3,553,341.59	\$ 1,249,256.11	\$ 2,227,655.28	\$ 843,846.00	\$ (405,410.11)	148.04%
<b>Total</b>	<b>\$ 135,338,670.59</b>	<b>\$ 129,942,937.47</b>	<b>\$ 8,068,762.23</b>	<b>\$ 132,629,175.00</b>	<b>\$ 2,686,237.53</b>	<b>97.97%</b>
Current Year Overall Collection Percentage Tax Year 2012			95.60%			
Current Year Overall Collection Percentage Tax Year 2011			95.67%			

*\*The Current Year Overall Collection Percentatge Tax Year 2012 shown on this report is lower than the percentage shown on the report dated February 12, 2013. The decrease is due to the monthly billing for registered motor vehicle tax bills, which increased our levy.*

Accounts Receivable will increase throughout the fiscal year due to discoveries, audits and remaining billings for registered motor vehicles.

# INFORMATION ITEM

## Memorandum

To: Frank Clifton, County Manager  
From: Gayle Wilson, Solid Waste Director  
Subject: Mattress Recycling Pilot  
Date: March 7, 2013

Beginning February 18 Orange County initiated a short-term (60-day) pilot mattress recycling project running until we collect and transport about 100 dry mattresses and box springs to Mattress Go Round (MGR), a mattress recycler in Greensboro that is now about two years old and expanding to this area. Once the municipal solid waste landfill closes mattresses will become more difficult to manage locally. If the pilot is successful, we will attempt to continue separate mattress collection for recycling after landfill closure so that we can minimize the quantity of mattresses to be delivered to the City of Durham Waste Transfer Station. For the remainder of this Fiscal Year, there will be no change in fees for mattresses as this is just a pilot. Usual per ton or per load charges will continue to apply. If the pilot proves successful a new fee structure may be proposed as part of the upcoming budget process. Our goal is to achieve full cost recovery for mattress recycling or disposal once there is no more local burial option.

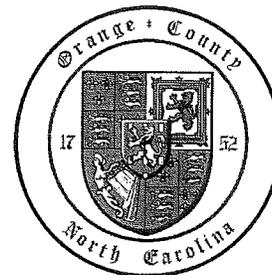
Staff has communicated with the Towns asking for their cooperation in the pilot program by delivering reasonably clean and dry mattresses to our pilot program recycling area. The recycling area will be at the north side of the landfill where we have established a designated collection area under the metal canopy adjoining the scrap metal and white goods area to the west. In order for the mattresses to be recycled the mattresses and box springs must be delivered in 'reasonable' condition i.e. not wet, shredded, totally soiled or badly damaged for this program.

Those mattresses that are not appropriate for recycling due to their condition will still be landfilled. Once the local landfill closes, mattresses and box springs unable to be recycled will be received and prepared for hauling to the City of Durham Waste Transfer Station for disposal.

## INFORMATION ITEM

BARRY JACOBS, CHAIR  
EARL MCKEE, VICE CHAIR  
MARK DOROSIN  
ALICE M. GORDON  
BERNADETTE PELISSIER  
RENEE PRICE  
PENNY RICH

ORANGE COUNTY BOARD OF COMMISSIONERS  
POST OFFICE BOX 8181  
200 SOUTH CAMERON STREET  
HILLSBOROUGH, NORTH CAROLINA 27278



February 12, 2013

Dear Commissioners,

At the Board's February 5, 2013 regular meeting, two petitions were brought forth by Commissioners, which were reviewed by the Chair/Vice Chair/Manager Agenda team and the petitions and responses are below:

- 1) Review and consider request by Commissioner McKee that staff explore possibilities and provide assistance to the Taylor Fish Farm in its efforts to begin some operations at the Piedmont Food and Agriculture Processing Center (PFAP).

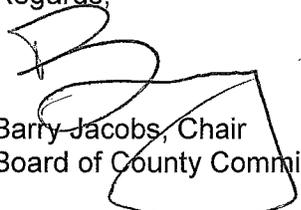
**Response: The PFAP Board met with representatives from the Taylor Fish Farm on February 13, 2013 and a follow-up will be provided to the Board at a later date.**

- 2) Review and consider a request by Commissioner Price that an update be provided to the Commission for the Environment (CfE) on the CfE's "Proposal for a Renewable Energy and Efficiency Work Group Convened by the CFE" that was presented to the BOCC on 1/29/13.

**Response: Direct DEAPR (Department of Environment, Agriculture, Parks and Recreation) staff to provide a follow up/presentation to the Board on this proposed issue.**

This letter will be provided as an Information Item on the March 7, 2013 agenda for public information.

Regards,

  
Barry Jacobs, Chair  
Board of County Commissioners

CC: Frank Clifton, County Manager

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## **INFORMATION ITEM**

### **MEMORANDUM**

**TO:** Chapel Hill, Carrboro and Orange County Elected Officials  
**FROM:** Chapel Hill, Carrboro and Orange County Managers  
**SUBJECT:** Collaborative Approach to Rogers Road  
**DATE:** February 25, 2013

### **PURPOSE**

The purpose of this memorandum is to describe the collaborative approach the Managers of Chapel Hill, Carrboro and Orange County are pursuing to ensure an inclusive process for determining how best to address the identified needs of the Rogers Road area, particularly those related to the extension of water and sewer service and the potential creation of a utilities service district.

### **BACKGROUND**

As stated in a memo to the Orange County BOCC dated January 24, 2013:

“Sewer service to the Historic Rogers Road Neighborhood, as defined by the previously approved public water connections in the area, has proven to be an expensive and complicated issue to resolve. The creation of a County Sewer District for all property owners in the Historic Rogers Road Neighborhood that are not currently served by a municipal sewer system is being investigated. Participation by the Towns in a Sewer District located outside of the Towns jurisdictions presents legal challenges for both the Town of Chapel Hill and Town of Carrboro. The Orange Water and Sewer Authority (OWASA) could be the service provider for the creation of a County Sewer District. Contract terms and policy standards for governmental projects would have to be discussed before a Sewer District could be established.”

To that end, the Managers of Chapel Hill, Carrboro and Orange County have held meetings with their key staffs and each other to discuss these issues and address them collaboratively. The Managers have also met with leaders from other local organizations to develop strategic partnerships as we move forward in the decision making process.

### **DISCUSSION**

Planning staff from the Towns of Chapel Hill and Carrboro met several times in late 2012 and early 2013 to share information on the area in order to gain a better understanding of the potential for development of the jointly-owned public land in the area, including options for water and sewer extensions. The Planning staffs then met with the Managers to present their findings and discuss some options for moving forward, including creation of a utilities service district.

During the same time period, the Managers identified other potential stakeholder organizations and met with their leadership independently to discuss prospects for strategic partnerships moving forward. These organizations included OWASA, Chapel Hill-Carrboro City Schools, Self-Help Credit Union and the Jackson Center.

**OWASA** was identified because of their role as water and sewer service provider, and for their assistance in developing a business model to establish a utilities service district. OWASA is envisioned as a contract service provider in the establishment of the district. Eventually the infrastructure would become part of OWASA's system and managed directly by them.

**Chapel Hill-Carrboro City Schools** was identified as strategic partner in light of their plans to build a new school in the vicinity of the Roger Road area, which will be a major component of how the area is developed in the future. The school administration has an interest in partnering with the other local governments to integrate the planning for the school with our planning for the community.

**Self-Help Credit Union** has been a critical partner in the Town's efforts to think differently about the Northside neighborhood. Because of the direct and indirect connections between the two neighborhoods, they are interested in partnering in this effort to seek ways to maximize the publicly-owned land into new solutions for community space and infrastructure.

**The Jackson Center** has used its community-building experience in Chapel Hill's Northside Neighborhood to make a difference in the communications with landowners in the area. They are also attracted by the historical connections between the Rogers Road community and Northside.

The Managers plan to continue meeting regularly with each other to share information and strategize how best to address the water and sewer needs of the Rogers Road area and community. We will also continue to work with the identified strategic partners to ensure an inclusive and innovative process moving forward.

## **RECOMMENDATION**

That the Town of Chapel Hill Council, Town of Carrboro Board of Alderman and Orange County Board of Commissioners receive this memorandum, jointly drafted by their Managers.