



**RESOLUTION 2016-051 OF THE MORRISVILLE TOWN COUNCIL ENDORSING THE
NC 54 & MORE FEASIBILITY STUDY REPORT WITH COMMENTS**

WHEREAS, the North Carolina Department of Transportation has completed the NC 54 & More Feasibility Study, studying the NC 54 corridor from NC 540 in Morrisville to NW Maynard Road in Cary; and

WHEREAS, the Town of Morrisville, along with the Town of Cary, Norfolk Southern and the Capital Area Metropolitan Planning Organization, contributed funding to the Study; and

WHEREAS, the purpose of the study was to identify potential roadway and intersection improvement alternatives and identify funding needs for those potential alternatives; and

WHEREAS, the Town has reviewed the Study Report and is in general agreement with the findings of the Feasibility Study; and

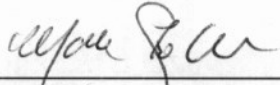
WHEREAS, the Town does endorse the findings of the Study in the Study Report, but wishes to submit final comments for inclusion in the final Study Report:

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL hereby formally endorses the NC 54 & More Feasibility Study Report with the following comments:

- The intersections between Watkins Road and the NC 540/I-540 ramps (and the recommended improvements) should be further studied to reduce the impact on properties along the corridor, and to ensure that the Wake Tech Community College campus will retain full access at NC 54 and Watkins Road.
- The section of the corridor between Sunset Avenue and Weston Parkway needs further study, including study of additional alternatives. Shifting NC 54 to the east/north through this area is very expensive, and the cost may preclude the funding of any improvements to this section of the corridor in the State Transportation Improvement Program (STIP). The recommended improvements also significantly impact many properties along the current and proposed corridor, including the Town's Cedar Fork District Park, and could have significant negative environmental impacts to Crabtree Creek and surrounding area. The recommended improvements in this area may also negatively impact the Town's historic crossroads area, where some of the structures are registered on the National Register of Historic Places.
- The Report's recommendations for the section of the corridor from Weston Parkway to the Town limits seem to be outsized, and once again, the high cost of these improvements and high impact on private properties and businesses along this section of the corridor may preclude funding of improvements in the STIP.
- The Town is not in favor of the "horseshoe" alternative design for the Morrisville Parkway/Weston Parkway intersections, due to its estimated cost and impacts to private property and businesses in the area.
- The Town requests that the recommended improvements to the corridor in Town limits match the Town's adopted Transportation Plan:

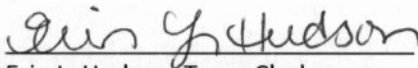
- A 23-foot wide median for the four-lane sections (no median between Sunset Avenue and Keybridge Drive) and a 10-foot wide median for the six-lane sections.
- Six-foot wide bike lanes (4-foot wide bike lanes between Sunset Avenue and Keybridge Drive) along the corridor.
- A 10-foot wide sidewalk on the east side (opposite the railroad) of the corridor to promote bicycle and pedestrian safety.

Adopted this the 26th day of July, 2016.



Mark Stohlman, Mayor

ATTEST:



Erin L. Hudson, Town Clerk

