

**CARRBORO CONNECTOR ROADS POLICY
ADOPTED BY THE BOARD OF ALDERMEN
MARCH 18, 1986**

I INTRODUCTION

On March 18, 1986 the Board of Aldermen adopted a Connector Road Plan for the Town of Carrboro. In recent years Carrboro has experienced rapid growth, especially to the north. The success of this growth plus future growth is ultimately dependent upon the effectiveness and continued efficiency of its transportation system. The transportation system, like any other public facility, must keep pace with the increased demands that new development places upon it. Roadway systems that once provided adequate service must be regularly reevaluated and upgraded to meet future traffic demands.

II PURPOSE

Connector roads have several purposes:

1. They are intended to provide access by linking new development with existing areas of Town.
2. They are intended to relieve congestion on already existing roads which will soon meet capacity.
3. They are intended to integrate those areas in Orange County's and Chapel Hill's planning jurisdiction with the Town's jurisdiction.

A well designed connector roads system will benefit the existing road system by dispersing increased traffic resulting from new development over a more extensive and integrated system.

III NORTHERN CONNECTOR ROAD PLAN

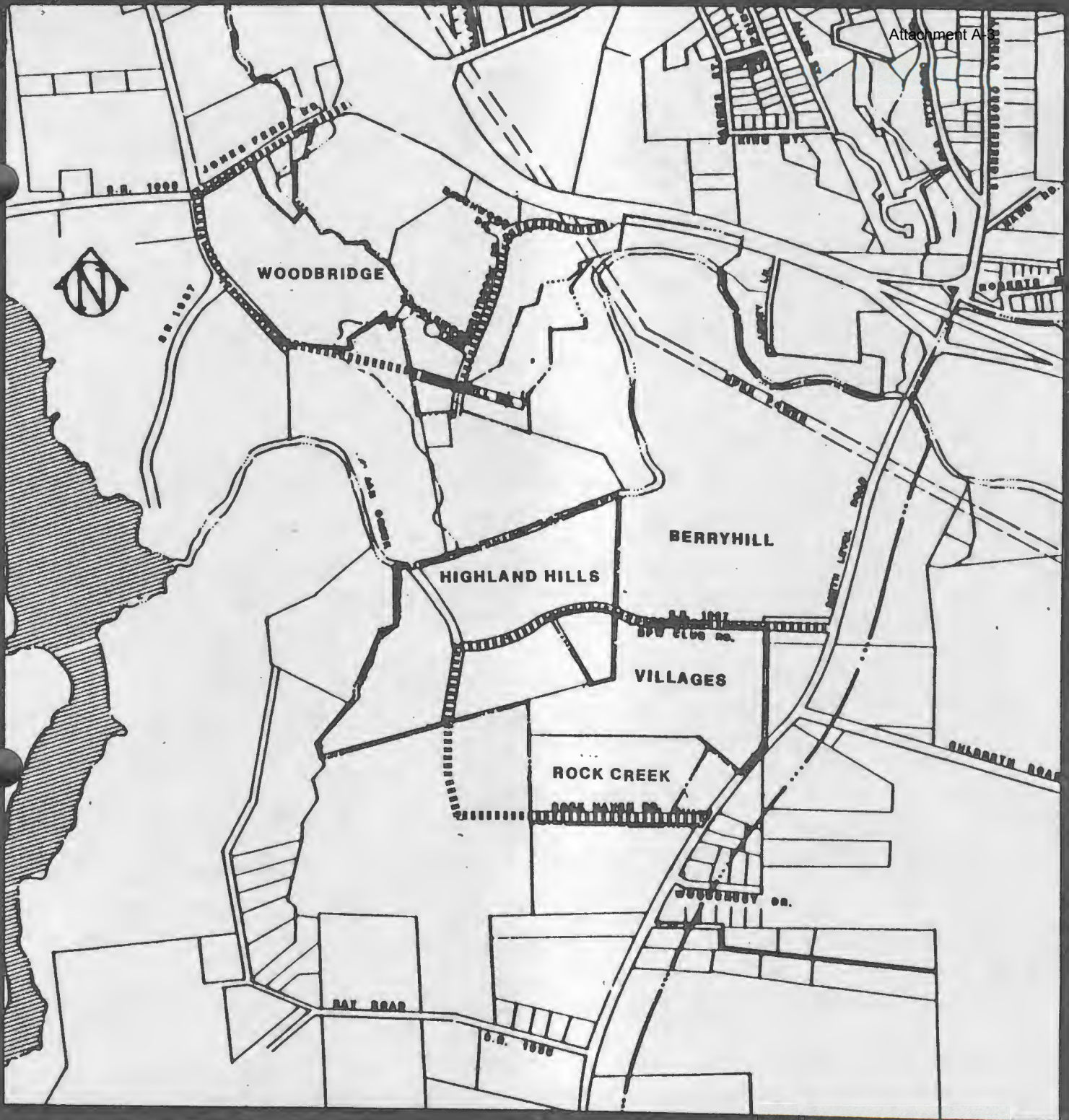
The Connector Roads Plan proposes to meet the demands from full development of the northern development area by construction a series of connector roads that will link this area with the arterial system to the north and to Estes Drive in the east. The construction of a connector road that



TOWN OF CARRBORO NORTHERN CONNECTOR ROADS

Approved Thoroughfares - - - - -
Approved Connector Roads

**Adopted by the Board of Alderman
March 8, 1986**



TOWN OF CARRBORO

SOUTHERN CONNECTOR ROADS

Approved Connector Roads

Adopted by the Board of Alderman
April 2, 1991

minor modifications to adjust the road to a developers overall site plan.

Because connectors are intended to provide access by linking new development with existing areas of Town, construction standards should address the following capacity factors:

- * alignment
- * grade
- * site distance
- * lane width
- * interruptions

Connectors must have sufficient right-of-way to allow for the construction of two 12-foot travel lanes, a bikeway on either side, a sidewalk and an adequate drainage system. Under Carrboro's Land Use Ordinance these roads are required to be built to a 34 foot cross-section with curb and gutter.

Connectors should maintain a minimum site distance of 200 feet on a vertical curve, have a slope of less than 8% and intersect with other roads and streets at right angles. Some flexibility may be appropriate in difficult situations. Fire trucks can negotiate a grade of as much as 9% and an intersection with interior angles of 60% can be negotiated safely.

Construction standards for the travel lanes specify that they shall have a foundation of 8" ABC stone and 2" of bituminous asphalt. Those portions of the roads that cross mucky clay soils with high shrink/swell potential will need to employ additional construction techniques (stronger compaction, oil-plastic film base, additional gravel and/or asphalt) to make the road suitable for the anticipated load.

To the extent that any of these roads by virtue of being placed on the Thoroughfare Plan would have more specific and restrictive demands, the criteria imposed by such a plan would govern.