

Public Involvement and Public Comments

Public Involvement Information

Press Release ..... C-1  
 Public Hearing Notice ..... C-2  
 Public Hearing Postcard..... C-4  
 Public Hearing Handout..... C-5  
 Local Officials Meeting Minutes ..... C-12  
 Public Hearing Transcript ..... C-18  
 Petition ..... C-39  
 Post Hearing Meeting Minutes ..... C-180

Public Comment and NCTA Response Letters

Senator Ellie Kinnaird ..... C-186  
 Athenix..... C-188  
 JDL Castle Corporation..... C-193  
 Biogen Idec..... C-196  
 Durham Bicycle & Pedestrian Advisory Commission..... C-200  
 Craig Davis Properties ..... C-204  
 DCHC MPO ..... C-209  
 USEPA-RTP ..... C-215

Small Group Meeting Minutes

USEPA – June 27, 2006 ..... C-236  
 NIEHS – November 15, 2006 ..... C-240  
 USEPA/NIEHS – February 13, 2008 ..... C-242  
 CISCO – March 5, 2008..... C-256  
 CISCO – April 7, 2008 ..... C-267

Comment and Response Summary Tables

Index Table Common Response Index\* ..... C-278  
 Table C-1 Public Comments and Responses ..... C-291  
 Table C-2 RTP – USEPA/NIEHS Comments and Responses ..... C-357

**\*Note:** One Index Table providing a response for all similar comments was prepared collectively to manage the volume of information requested for the following common issues related to the project and the February 2008 EA:

- |                                   |   |
|-----------------------------------|---|
| Project Coordination              | EA vs. EIS                                |
| Significant Natural Heritage Area | First Environments Early Learning Center  |
| Additional USEPA Coordination     | Traffic/Congestion                        |
| NC 147 Spur                       | Indirect and Cumulative Effects           |
| Air Quality                       | Utilities and Other Construction Concerns |
| Kit Creek Connector               | Public Involvement                        |
| Tolls/Funding                     | Transit and Multi-Modal Concerns          |
| Environmental Justice             |   |



STATE OF NORTH CAROLINA  
TURNPIKE AUTHORITY

MICHAEL F. EASLEY  
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER  
EXECUTIVE DIRECTOR

FOR IMMEDIATE RELEASE  
March 14, 2008

Contact: Reid Simons, NCTA, (919) 571-3000  
Andrew Sawyer, NCDOT, (919) 733-2522

**NCTA AND NCDOT TO HOLD OPEN HOUSE AND PUBLIC HEARING FOR THE  
PROPOSED TRIANGLE PARKWAY IN WAKE AND DURHAM COUNTIES ON MARCH 25**

**RALEIGH** — The N.C. Turnpike Authority (NCTA) and the N.C. Department of Transportation (NCDOT) will hold a **Pre-Hearing Open House and a Combined Corridor/Design Public Hearing for the proposed Triangle Parkway in Wake and Durham counties at the Sigma Xi auditorium (3106 East NC 54, Research Triangle Park) on Tuesday, March 25.**

At the Pre-Hearing Open House from 4:30 to 6:30 p.m., citizens can speak individually with agency representatives about the project, review detailed maps and information on the design, and comment on the proposed project.

The Public Hearing will begin with a formal presentation by NCTA at 7:00 p.m. Citizens who wish to speak at the Public Hearing are encouraged to sign up in advance or that evening and keep comments to three minutes. Citizens can also comment on the project by contacting NCTA at (919) 571-3000, sending an e-mail to [triangleparkway@ncturnpike.org](mailto:triangleparkway@ncturnpike.org) or by mail to: Jennifer Harris, P.E.; NCTA; 1578 Mail Service Center; Raleigh, NC 27699-1578.

**Project Background:**

The NCTA proposes to construct a six-lane, median-divided toll freeway facility on new location, known locally as the Triangle Parkway. Located in southern Durham County and western Wake County, the Triangle Parkway is predominately within Research Triangle Park. The northbound and southbound lanes will be divided by a 46 foot grass median. Triangle Parkway is proposed as a fully-access controlled roadway to extend approximately 3.4 miles in length from NC 540 to I-40. New interchanges are proposed at Davis Drive and Hopson Road. The project includes approximately 1.7 miles of widening in the median of northbound NC 147 from I-40 to T.W. Alexander Drive. As part of the Triangle Parkway project, the NCTA is also proposing to construct a two-lane bridge over the Triangle Parkway to re-connect Kit Creek Road between Davis Drive and Church Street. This project component is referred to as the Kit Creek Road Connector. In addition, the outside lane of eastbound NC 540 from NC 55 to the Triangle parkway will be widened by one lane and the two-lane flyover interchange ramp from eastbound NC 540 to northbound Triangle Parkway will be widened to three lanes in the future when traffic demand requires these improvements.

The purpose of the project is to improve commuter mobility, accessibility, and connectivity to Research Triangle Park employment center; and reduce congestion on existing north-south routes that serve the Triangle Region, primarily NC 55 and NC 54. Additional right of way and the relocation of two homes will be required.

A study area map and other project information can be found at [www.ncturnpike.org/projects/triangle\\_parkway](http://www.ncturnpike.org/projects/triangle_parkway).

NCTA will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in the workshop. Anyone requiring special services contact NCTA at (919) 571-3000.

NOTICE OF A COMBINED CORRIDOR / DESIGN PUBLIC HEARING FOR THE  
PROPOSED TRIANGLE PARKWAY FROM NC 540 TO I-40

STIP Project No. U-4763B

Wake and Durham Counties

The North Carolina Turnpike Authority (NCTA) will hold a Pre-Hearing Open House and a Combined Corridor / Design Public Hearing on Tuesday, March 25, 2008 at the Sigma Xi auditorium located at 3106 East NC 54, Research Triangle Park, NC 27709.

Representatives from both NCTA and the North Carolina Department of Transportation (NCDOT) will be available at the Pre-Hearing Open House between the hours of 4:30 p.m. and 6:30 p.m. to answer questions and receive comments relative to the proposed project. The opportunity to submit written comments or questions will also be provided. Interested citizens may attend at any time during the above mentioned hours.

A formal presentation will begin at 7:00 p.m. The presentation will consist of an explanation of the proposed corridor location, design features, the state - federal relationship, and right of way and relocation requirements and procedures. The hearing will be open to those present for statements, questions and comments. The presentation and comments will be recorded and a transcript will be prepared.

The NCTA proposes to construct a six-lane, median-divided freeway facility on new location, known locally as the Triangle Parkway. The NCTA proposes to construct the Triangle Parkway as a tolled facility. The northbound and southbound lanes will be divided by a 46 foot grass median. Triangle Parkway is located in southern Durham County and western Wake County, predominately within Research Triangle Park. Triangle Parkway is proposed as a fully-access controlled roadway to extend approximately 3.4 miles in length from NC 540 to I-40. New interchanges are proposed at Davis Drive and Hopson Road. The project includes approximately 1.7 miles of widening in the median of northbound NC 147 from I-40 to T.W. Alexander Drive. As part of the Triangle Parkway project, the NCTA is also proposing to construct a two-lane bridge over the Triangle Parkway to re-connect Kit Creek Road between Davis Drive and Church Street. This project component is referred to as the Kit Creek Road Connector. In addition, the outside lane of eastbound NC 540 from NC 55 to the Triangle parkway will be widened by one-lane and the two-lane flyover interchange ramp from eastbound NC 540 to northbound Triangle Parkway will be widened to three-lanes in the future when traffic demand requires these improvements.

The purpose of the project is to improve commuter mobility, accessibility, and connectivity to Research Triangle Park employment center; and reduce congestion on existing north-south routes that serve the Triangle Region, primarily NC 55 and NC 54. Additional right of way and the relocation of homes will be required for this project.

A map displaying the location and design of the project and a copy of the environmental document – Environmental Assessment (EA) - are available for public review at the following locations:

- NCTA Office located at 5400 Glenwood Avenue, Suite 400, Raleigh, NC 27612
- NCDOT Highway Division 5 Office located at 2612 N. Duke Street, Durham, NC 27704
- Research Triangle Foundation Office located at 12 Davis Drive, Research Triangle Park, NC 27709
- Morrisville Town Hall located at 100 Town Hall Drive, Morrisville, NC 27560

Copies of the EA will also be available for viewing at the following locations:

- Morrisville Planning Department located at 260 Town Hall Drive, Morrisville, NC 27560
- West Regional Library located at 4000 Louis Stephens Drive, Cary, NC 27519

The Environmental Assessment and the combined Corridor/Design Public Hearing Map may also be viewed online at [http://www.ncturnpike.org/projects/Triangle\\_Parkway/](http://www.ncturnpike.org/projects/Triangle_Parkway/)

Anyone desiring additional information may contact Jennifer Harris, NCTA, at 1578 Mail Service Center, Raleigh, NC, 27699-1578, phone (919) 571-3000, or email [triangleparkway@ncturnpike.org](mailto:triangleparkway@ncturnpike.org). Additional material may be submitted until April 8, 2008.

NCTA will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone requiring special services should contact Ms. Harris by Tuesday, March 18, 2008 so that arrangements can be made.



**TRIANGLE PARKWAY  
STIP PROJECT No. U-4763B  
PRE-HEARING WORKSHOP AND PUBLIC HEARING**

The North Carolina Turnpike Authority (NCTA) will hold a pre-hearing workshop and public hearing to discuss the proposed Triangle Parkway that will extend from NC 540 in Wake County to I-40/NC 147 in Durham County. The Triangle Parkway is a proposed 3.4-mile, median-divided facility on new location. The Triangle Parkway is being proposed for construction as a toll road.

NCTA staff will present information, answer questions and receive comments regarding the proposed project. The pre-hearing workshop will be an “open-house” style meeting. *Participants are encouraged to drop in at any time between 4:30 – 6:30 p.m.* The pre-hearing workshop will be followed by a **Public Hearing** beginning at 7:00 p.m. Written comments from the Public Hearing are requested by April 8, 2008.



**Tuesday March 25, 2008  
Sigma Xi Auditorium  
3106 East NC 54  
Research Triangle Park, NC 27709**

**Pre-Hearing Open House  
4:30 p.m. to 6:30 p.m.**

**Public Hearing  
7:00 p.m.**

Note: NCTA will provide auxiliary aids and services for disabled persons who wish to participate in the meeting. For more information or to receive special services, call 919-851-1912 by March 18, 2008.



**North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578**

**Join us to discuss the  
Triangle Parkway  
STIP Project No. U-4763B**

**March 25, 2008  
Pre-Hearing Workshop  
4:30 to 6:30 p.m.**

**Public Hearing  
7:00 p.m.**

**Sigma Xi  
3106 East NC 54  
Research Triangle Park, NC 27709**



**NORTH CAROLINA TURNPIKE AUTHORITY**

**Triangle Parkway  
From NC 540 to I-40**

WBS Number 39942.1.TA1  
**STIP PROJECT U-4763B**

Wake and Durham Counties

Combined Corridor/Design Public Hearing  
Pre-Hearing Open House 4:30 PM to 6:30 PM  
Public Hearing 7:00 PM

Sigma Xi  
Auditorium  
3106 East NC 54  
Research Triangle Park

**March 25, 2008**

## PURPOSE OF PROJECT

The purpose of the project is to improve commuter mobility, accessibility, and connectivity to the Research Triangle Park employment center, and reduce congestion on existing north-south routes that serve the Triangle Region, primarily NC 55 and NC 54.

## PURPOSE OF PUBLIC HEARING

Today's hearing is an important step in the North Carolina Turnpike Authority's (NCTA) procedure for making you, the public, a part of the project development process. The purpose of the hearing is to obtain public input on the location and design of the proposed project.

Planning and environmental studies on this proposed project are provided in the environmental document – Environmental Assessment (EA). Copies of this report and today's hearing map displaying the location and design have been available for public review at the following locations:

- NCTA Office located at 5400 Glenwood Avenue, Suite 400, Raleigh, NC 27612
- NCDOT Highway Division 5 Office located at 2612 N. Duke Street, Durham, NC 27704
- Research Triangle Foundation Office located at 12 Davis Drive, Research Triangle Park, NC 27709
- Morrisville Town Hall located at 100 Town Hall Drive, Morrisville, NC 27560

Copies of the EA have also been available for viewing at the following locations:

- Morrisville Planning Department located at 260 Town Hall Drive, Morrisville, NC 27560
- West Regional Library located at 4000 Louis Stephens Drive, Cary, NC 27519

## YOUR PARTICIPATION

Now that the opportunity is here, you are encouraged to participate by making your comments and/or questions a part of the public record. This may be done by having them recorded at the Formal Public Hearing or by writing them on the attached comment sheet. Several representatives of the North Carolina Turnpike Authority are present. We will talk with you, explain the design to you and answer your questions. You may write your comments or questions on the attached comment sheet and leave it with one of the representatives or mail them by April 8, 2008 to the following address:

Ms. Jennifer Harris, PE  
North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578  
Email: [triangleparkway@ncturnpike.org](mailto:triangleparkway@ncturnpike.org)

Everyone present is urged to participate in the proceedings. It is important, however, that **THE OPINIONS OF ALL INDIVIDUALS BE RESPECTED REGARDLESS OF HOW DIVERGENT THEY MAY BE FROM YOUR OWN**. Accordingly, debates, as such, are out of place at public hearings. Also, the public hearing is not to be used as a POPULAR REFERENDUM to determine the location and/or design by a majority vote of those present.

## WHAT IS DONE WITH THE INPUT?



A post-hearing meeting will be conducted after the comment period has ended. NCTA staff, as well as staff from the North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA),

and others who play a role in the development of this project will attend this meeting. The project will also be reviewed with federal agencies such as the US Army Corps of Engineers (USACE) as well as state agencies such as the NC Department of Environment and Natural Resources. When appropriate, local government officials will attend.

All spoken and written issues are discussed at this meeting. Most outstanding issues are resolved at the post-hearing meeting. The NCTA considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management.

Minutes of the post-hearing meeting are prepared and a summary is available to the public. You may request this document on the attached comment sheet.

### **STATE-FEDERAL RELATIONSHIP**

The project is being prepared by the NCTA in coordination with the Federal Highway Administration (FHWA) and the North Carolina Department of Transportation (NCDOT). This project requires FHWA approval because it may be funded in part by federal credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program (23 USC 601-609). TIFIA financing requires compliance with all generally applicable federal laws and regulations for Federal-aid projects, including environmental review under the National Environmental Policy Act (NEPA) and other federal environmental laws. FHWA is the lead federal agency in the NEPA process.

### **NEED FOR THE PROJECT**

The proposed project is located central to Research Triangle Park (RTP) and included in the RTP Master Plan as a vital part of the RTP transportation infrastructure. The project is also included in the Capital Area Metropolitan Planning Organization and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Long Range Transportation Plans for the region. In addition, the project is designated by the North Carolina Department of Transportation (NCDOT) as a Strategic Highway Corridor (SHC), as are I-40, NC 147, NC 540 and I-540.

The existing roads within RTP and the regional NC routes in the project area that serve north-south travel are heavily congested. Traffic volumes on these routes are projected to increase in the future. The travel patterns on these routes during the busiest times of the day flow predominantly north-south, from employment centers in Durham County and RTP to residential areas in Wake County. The increases in traffic demands by the year 2030 will continue to generate operating conditions with failing levels of service and increases in traffic congestion on these north-south routes. This congestion impairs mobility and accessibility for those traveling to and from the RTP and also impairs mobility and accessibility for travelers passing through the project area on existing north-south routes, including NC 54 and NC 55.

Based on these needs, the purpose of this project is to:

- Improve commuter mobility, accessibility, and connectivity to the Research Triangle Park employment center;
- Reduce congestion on existing north-south routes that serve the Triangle Region, primarily NC 55 and NC 54.

NCTA is proposing to implement the Triangle Parkway project as a tolled roadway, because tolling offers the opportunity to implement this project much earlier than with traditional state and federal transportation funding mechanisms.

Tonight's public hearing will present the current project design and project changes that have occurred since the June 20, 2006 Citizens Informational Workshop.

## **PROJECT DESCRIPTION**

The NCTA proposes to construct a six-lane, median-divided toll facility known locally as the Triangle Parkway. The northbound and southbound lanes will be divided by a 46 foot grass median. Triangle Parkway is located in southern Durham County and western Wake County, predominately within RTP. Triangle Parkway is proposed as a fully access-controlled road to extend on new location approximately 3.4 miles in length from NC 540 to I-40. The project includes approximately 1.7 miles of widening in the median of northbound NC 147 from I-40 to T.W. Alexander Drive. As part of the Triangle Parkway project, the NCTA is also proposing to construct a bridge over the Triangle Parkway to re-connect Kit Creek Road between Davis Drive and Church Street. This project component is referred to as the Kit Creek Road Connector. In addition, the outside lane of eastbound NC 540 from NC 55 to the Triangle Parkway will be widened by one-lane and the two-lane flyover ramp from eastbound NC 540 to northbound Triangle Parkway will be widened to three-lanes in the future when traffic demand requires these improvements.

Interchange connections for Triangle Parkway are proposed for access to NC 540, Davis Drive (SR 1999), Hopson Road (SR 1978), and I-40. The interchanges at these locations include new interchanges at Davis Drive and Hopson Road and existing interchanges at NC 540 and I-40. A compressed split diamond interchange configuration is the preferred design for the interchange with Davis Drive and Hopson Road. A new bridge over Triangle Parkway will be provided for NC 54 to maintain the connection from Davis Drive and T.W. Alexander Drive.

Based on preliminary traffic and revenue studies, Triangle Parkway will have toll collection points at the Hopson Road interchange southbound exit and northbound entrance ramps. Additional toll collection points will be located on the NC 540 interchange at the ramp from westbound NC 540 to northbound Triangle Parkway and the ramp from southbound Triangle Parkway to eastbound NC 540. The NCTA is studying the construction of a toll collection point on NC 540 west of Triangle Parkway as a separate project. The necessary documentation specific to the NC 540 toll collection point will be prepared by NCTA.

Currently at the intersection between Davis Drive and Hopson Road, Davis Drive is a four-lane facility and Hopson Road is a two-lane facility. The NCDOT is currently widening Davis Drive to a four-lane facility from Morrisville Carpenter Road in Wake County to NC 54 in Durham County. The NCDOT construction project includes improving the Davis Drive and Hopson Road intersection to enhance the intersection's capacity. The Triangle Parkway project will make additional improvements to the Davis Drive and Hopson Road intersection. These additional intersection improvements consist of one additional right-turn lane on both northbound and southbound Davis Drive approaches and two additional right-turn lanes on the Hopson Road westbound approach.

NC 147 currently terminates just south of its interchange with I-40 at T.W. Alexander Drive. To maintain control of access along Triangle Parkway, the project will close the temporary NC 147 spur, which has provided access between T.W. Alexander Drive and I-40 for 21 years. Access to T.W. Alexander Drive from NC 54, NC 147 (north of Cornwallis Road), Cornwallis Road, Alston Avenue, and Hopson Road will remain unchanged.

The temporary connection between NC 540 and Davis Drive at Kit Creek Road will be closed when the project opens to traffic. When NC 540 opened in July 2007, a temporary connection was constructed to allow for access between NC 540 and Davis Drive. The access from NC 540 to Davis Drive will be re-established approximately one mile further north on Davis Drive with the construction of the Triangle Parkway's interchange with Davis Drive.

## PROJECT INFORMATION

**Length:** ~ 3.4 miles

**Typical Section:** The project proposes a six-lane tolled freeway with three 12-foot travel lanes in each direction that are divided by a 46-foot wide median. The typical roadway section includes 12-foot shoulders on the inside and 12-foot shoulders on the outside of the travel lanes. See Display for more detailed information.

**Right of Way:** 300 feet

**Access Control:** Full Control of Access

**Relocatees:** Residences: 2      Businesses: 0

<b>Estimated Cost:</b> <b>(in 2007 Dollars)</b>	Right of Way Cost:	\$ 26,000,000
	Utilities Cost:	\$ 5,200,000
	Construction Cost:	\$ <u>133,300,000</u>
	Total:	\$ 164,500,000

**Tentative Schedule:**      **The *tentative* schedule is shown below. A number of factors can affect a project schedule - including the availability of funding - so schedules are subject to change.**

**Right of Way Acquisition** – Summer 2008\*

**Construction** – Summer 2008\*

**Open to Traffic** – Fall 2010

\*Subject to availability of gap funding

## **RIGHT-OF-WAY PROCEDURES**

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The North Carolina Turnpike Authority must:

1. Treat all owners and tenants equally.
2. Fully explain the owner's rights.
3. Pay just compensation in exchange for property rights.
4. Furnish relocation advisory assistance.

## **RELOCATION ASSISTANCE**

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right-of-Way Agent can explain this assistance in greater detail.

**NOTE: PAMPHLETS SUMMARIZING RIGHT OF WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN-IN TABLE.**



**MEMORANDUM**

---

**TO:** Project File

**FROM:** Colista Freeman, Mulkey Engineers & Consultants

**CC:** Jennifer Harris, NCTA  
Adin McCann, NCTA GEC  
George Hoops, FHWA

**DATE:** May 9, 2008

**SUBJECT:** Local Elected Officials Meeting  
Triangle Parkway (STIP No.U-4763B)

A local elected officials meeting was held on **Monday, March 24, 2008 from 6:00 p.m. to 8:00 p.m.** for the Triangle Parkway project. This meeting was held at the Morrisville Town Hall, located at 100 Town Hall Drive in Morrisville. The purpose of the meeting was to provide Triangle area local elected officials a preview of the information to be presented at the Pre-Hearing Open House and formal Public Hearing the following evening, as well as to provide them with an opportunity to exchange information with NCTA regarding the Triangle Parkway project.

The first portion of the meeting was an informal session for officials to review the Public Hearing Map and speak to project representatives one-on-one. At 6:30 p.m., representatives from NCTA then provided a formal presentation the project. NCTA provided one full-size public hearing map for review, in addition to a handout containing project information and a comment sheet. The following people participated in the meeting:

Mark Ahrendsen	City of Durham / DCHC MPO
Jan Faulkner	Town of Morrisville - Mayor
Michelle Hane	Town of Morrisville
Ben Hitchings	Town of Morrisville
Liz Johnson	Town of Morrisville – Mayor Pro-Tem
Pete Martin	Town of Morrisville - Commissioner
Mike Snyder	Town of Morrisville - Commissioner
Julie McClintock	Citizen / EPA employee
Peter Schubert	Citizen / EPA employee
Perry Safran	NCTA Board of Directors
Robb Teer	NCTA Board of Directors
Steve DeWitt	NCTA – Presenter
Jennifer Harris	NCTA
Reid Simons	NCTA – Presenter
George Hoops	FHWA
Spencer Franklin	HNTB NCTA GEC
Donna Keener	HNTB NCTA GEC
Adin McCann	HNTB NCTA GEC
Tracy Roberts	HNTB NCTA GEC
Johnny Banks	Mulkey Engineers & Consultants

Jay Bissett	Mulkey Engineers & Consultants – Presenter
Michelle Fishburne	Mulkey Engineers & Consultants
Colista Freeman	Mulkey Engineers & Consultants
Carl Goode	Mulkey Engineers & Consultants

Steve DeWitt welcomed everyone and began the presentation with introductions of the project team. Mr. DeWitt explained that a Pre-Hearing Open House and a formal Public Hearing would be held the following evening at Sigma Xi in the Research Triangle Park (RTP). The Pre-Hearing Open House would begin at 4:30 p.m. and end at 6:30 p.m. The Public Hearing would follow at 7:00 p.m.

Mr. DeWitt continued the presentation with an explanation of toll consideration in North Carolina and background information on the NCTA and the Triangle Parkway project. He proceeded to discuss the enabling legislation behind the creation of NCTA, the selection of candidate toll projects for further study by NCTA, and the growing need for alternative sources of transportation funding. Mr. DeWitt noted that the Triangle Parkway project had been included as part of the RTP Master Plan since its inception in 1958. He further elaborated on the project history, including this project's continued inclusion in the Long Range Transportation Plans for both Metropolitan Planning Organizations that include Wake and Durham Counties and the Research Triangle Foundation's (RTF) extensive efforts to preserve the property identified for this roadway.

Mr. DeWitt introduced Jay Bissett with Mulkey Engineers & Consultants, which has been assisting the NCTA with the detailed project studies, to continue with the presentation. Mr. Bissett discussed the purpose and need for the Triangle Parkway project.

The purpose and need for this project is to:

- Improve commuter mobility, accessibility, and connectivity to Research Triangle Park employment center;
- Reduce congestion on existing north-south routes that serve the Triangle Region, primarily NC 55 and NC 54.

Mr. Bissett explained that with construction of the Triangle Parkway, by year 2030 traffic volumes are expected to drop by more than 40,000 vehicles per day on I-40 between NC 540/I-540 and NC 147 and on NC 55 between NC 540 and I-40. On NC 54 between NC 540 and I-40, volumes are expected to decrease by as much as 6,000 vehicles per day by year 2030. Because traffic volumes are expected to increase along Davis Drive between Triangle Parkway and Hopson Road, as well as along Hopson Road between Davis Drive and the entrance to the EPA facility, improvements are planned for these roadways. The Triangle Parkway project will provide improvements to the Davis Drive/Hopson Road intersection, as well as improvements to Hopson Road from Davis Drive to the EPA entrance. Davis Drive between Morrisville-Carpenter Road and NC 54 will be widened by NCDOT as a part of STIP project U-4026.

Mr. Bissett proceeded to review the project schedule, status, and discuss results of the environmental analyses prepared for the project. The Environmental Assessment (EA) for the project has been completed and is currently available for agency and public review.

Based on the anticipated impacts, as well as comments received on the project to date, a Finding of No Significant Impact (FONSI) is anticipated as the final environmental document for this project. However, the type of final document will be determined after comments on the EA and Public Hearing are received and evaluated by FHWA, NCTA, and NCDOT. Assuming a FONSI is appropriate for the Triangle

Parkway project, the final environmental document would be completed in May 2008, construction would begin in late 2008, and the road would open to traffic in late 2010.

Mr. Bissett reviewed the Public Hearing Map, which graphically depicted the proposed features of the project. These features include the 3.4-mile Triangle Parkway on new location between NC 540 and I-40 through RTP. In order to improve traffic operations on NC 540 and NC 147, NCTA will also widen eastbound NC 540 from NC 55 to northbound Triangle Parkway by one lane and northbound NC 147 from I-40 to the T.W. Alexander Drive interchange by one lane. Of the 168 acres of property needed to construct the project, 112 acres are within the property reserved by the Research Triangle Foundation. The project is proposed as a six-lane divided tolled roadway with access points at NC 540, Davis Drive, Hopson Road and I-40. Anticipated toll collection points were also included on the Public Hearing Map.

Mr. Bissett provided additional discussion of the proposed interchange connections along Triangle Parkway. In the vicinity of the NC 540 interchange, access changes are proposed for several roadways. When the North Carolina Department of Transportation opened NC 540 between I-40 and NC 55 in July of 2007, they included a temporary connection from NC 540 to Davis Drive. The connection along Kit Creek Road between Davis Drive and Church Street was severed during the construction of NC 540 to provide this temporary connection. The temporary connector to Davis Drive from NC 540 allowed traffic to access Davis Drive until the time that the Triangle Parkway was constructed. Access to Davis Drive will be maintained by moving the connection approximately one mile north of Kit Creek Road. During construction, the North Carolina Turnpike Authority is committed to maintaining the temporary connection to Davis Drive as long as possible. As part of this project, NCTA also proposes to reconnect Kit Creek Road between Davis Drive and Church Street. A bridge over the proposed Triangle Parkway will be constructed to provide this connection.

Mr. Bissett then explained the proposed split diamond interchange that will provide access from Triangle Parkway to Davis Drive and Hopson Road. The interchange has one-way service roads between Davis Drive and Hopson Road, which also allows additional travel between Davis Drive and Hopson Road. This design was determined to be the best option to serve the traffic operations while maintaining access to both Davis Drive and Hopson Road. An option to allow all of the traffic movements at both interchanges was studied but not selected because the limited spacing between the two roads did not allow for the safe movement of traffic. It is anticipated that toll collection points will be located at the entrance and exit ramps at Hopson Road.

Mr. Bissett continued discussion of the Public Hearing Map by explaining that the section of Triangle Parkway between Hopson Road and I-40 was strategically placed to avoid impacting the federal property to the west and streams and wetlands to the east.

The last section of the Public Hearing Map discussed was the NC 147 spur. Mr. Bissett explained that a spur connection to NC 147 was constructed by the North Carolina Department of Transportation as a temporary connection when I-40 was opened 21 years ago. The NC 147 spur connects I-40 to T.W. Alexander Drive. The North Carolina Department of Transportation constructed the I-40/NC 147 interchange to serve as a full-movement connection for Triangle Parkway and I-40. Due to federal design constraints, safety, and operational concerns, there is no feasible alternative to keep the NC 147 spur open when Triangle Parkway is completed. Based on the traffic projections, approximately 6,600 vehicles per day will be re-routed to T.W. Alexander Drive in year 2030 from the closing of this spur. NCTA is committed to keeping the NC 147 spur open as long as possible during the construction of Triangle Parkway, but the NC 147 spur will eventually require closure.

Mr. Bissett stated that during project development and concept design, Triangle Parkway was located to minimize and avoid impacts to both the human and natural environment as much as possible. The EA documents the alternative evaluations, summarizes the environmental analyses, and identifies the environmental impacts anticipated from the project. The project will relocate two residential properties and zero businesses. The project will impact approximately two acres of wetlands, approximately 4,600 linear feet of stream, and just over 12 acres of floodplains. These impacts have been coordinated with the regulatory agencies and the public throughout the development of the project.

Mr. Bissett explained that a preliminary noise analysis was performed along the project to evaluate existing and future noise levels to determine traffic noise impacts. The preliminary noise analysis identified one location, the First Environments Early Learning Center (FEELC) on the federal property, where a noise barrier was determined feasible and reasonable based on the North Carolina Department of Transportation's Traffic Noise Abatement Policy. A final decision on the construction of the noise barrier will be determined during the final design of the project and based on the results of public involvement.

In addition to the noise analysis, Mr. Bissett stated that an air quality analysis was conducted. A carbon monoxide hotspot analysis was performed at the location that was determined to represent the worst case condition. This location is typically an intersection with high traffic volumes and congestion. The intersection of Davis Drive and Hopson Road was selected as the hotspot for the project. The analysis determined that the project is in compliance with the carbon monoxide standard, and no violations of this standard are anticipated. A Mobile Source Air Toxics (MSAT) analysis was also conducted. The findings from the analysis showed that there could be localized MSAT increases along the Triangle Parkway and decreases along the adjacent routes. A 46 percent reduction in MSAT emissions is anticipated from the Affected Transportation Network by year 2030. The bulk of the reductions are due to the Environmental Protection Agency's vehicle and fuel control programs.

Mr. Bissett turned the presentation over to Reid Simons with NCTA to discuss toll technology. Ms. Simons explained that all toll fees will be electronically collected. No cash lanes will be provided for toll collection. NCTA is evaluating different options available for electronic toll collection. An open road transponder-based system will likely be the primary means of collection, which would allow drivers to open an account and drive through the toll collection points without stopping or slowing down. For drivers who use the toll facility without an account (e.g. infrequent users or out-of-state visitors), video will likely be used to identify users by their license plates. With the potential for continued changes in toll technology, and in light of compatibility discussions with other toll systems, NCTA is evaluating the best systems available for the Triangle Parkway and is planning to make a decision on the toll collection technology later this year.

Ms. Simons stated that there are multiple ways to provide comments on the project, including leaving written comments at the Pre-Hearing Open House and Public Hearing, mailing written comments to NCTA, emailing comments to NCTA, or speaking at the Public Hearing. Although project comments are welcome at any time, comments are requested by April 8, 2008 in order to be included in the official Public Hearing record for the project.

Following the presentation, local officials were encouraged to provide comments and ask questions of project representatives. A summary of the questions/comments and corresponding NCTA responses are summarized below:

1. Question:

- What are the options for accessing the EPA facility after the NC 147 spur is closed?

NCTA Response:

- Mr. Bissett explained that employees will have the option of using T.W. Alexander Drive, Cornwallis Road, or a new connection to Hopson Road that will be provided as part of the Triangle Parkway project.

2. Comment:

- What are the noise wall dimensions at the FEELC?

NCTA Response:

- The preliminary dimensions are approximately 1,400 feet with a 17-foot average height. The final dimensions of the noise wall may change based on the final design prepared by the Design-Build team.

3. Comment:

- It was mentioned in the presentation that there are no violations of the current National Ambient Air Quality Standards. Since the standards change over time, will there be violations of the future standards? How are changing air quality standards considered in the air quality analysis?

NCTA Response:

- Tracy Roberts clarified that the decisions and information provided in the EA were made based on the National Ambient Air Quality Standards in place at the time of the air quality analysis. There is no way to know what the future air quality standards will be.

4. Question:

- If the tolls are going to be collected electronically, how will the charges be handled for an occasional or out-of-town user? Will small toll fees (i.e. \$0.15) be collected?

NCTA Response:

- Ms. Simons stated that NCTA has discussed these issues and believes the enforcement of the tolls needs to be initiated at the beginning, no matter how small the fee. There will be some introduction period with warning letters. However, by the third request, it will be considered a violation and a fine may be assessed.

5. Comment:

- Many GPS units are being taken from cars now. If transponders are used, have there been discussions on how to avoid theft?

NCTA Response:

- There have been discussions on the removable transponders that could be moved between vehicles or stored in the glove box when not in use. In addition, stickers on the windshield could be used, which would become inactive if removed.

6. Comment:

- What is the cross-section of NC 54? Will NC 54 have accommodations for bike lanes and

sidewalks?

NCTA Response:

- NC 54 is proposed as a 5-lane section with wide outside lanes to accommodate bicycles. The proposed typical section for NC 54 will also allow for sidewalks and will connect into existing sidewalks and RTF multi-use trail as needed.

7. Comment:

- What is the toll structure? Will tolls be charged for travel in both directions?

NCTA Response:

- The final decision on toll structure and toll rates has not yet been determined. However, at this point, NCTA anticipates that tolls will fall under three main classes: cars, small trucks, and large trucks. Tolls will be charged for travel in both directions on each of the candidate toll facilities.

The meeting concluded at approximately 7:45 p.m.

1 OFFICIAL PUBLIC HEARING TRANSCRIPT  
2 Combined Location and Design Public Hearing  
3 Triangle Parkway from NC 540 to NC 147  
4 Sigma Xi  
5 March 25, 2008  
6 TIP # U-4763B  
7

8 Moderator: OK, if we can, let's get started. Good evening ladies and gentlemen and welcome  
9 to this evening's public hearing on the location and design for the Triangle Parkway from 540 to  
10 I-40 in Durham and Wake Counties. My name is Carl Goode. I am the retired Head of the  
11 Department of Transportation's Office of Human Environment which, among other things,  
12 handled public involvement and public hearings. I am here tonight representing the North  
13 Carolina Turnpike Authority and I will be your moderator for tonight's public hearing.  
14

15 Before I continue, I would like to introduce to you some other people who are here this evening  
16 who are representing various functions within the Turnpike Authority and other organizations, all  
17 who have or will have a role to play in this project. First of all, from the North Carolina  
18 Turnpike Authority we have Mr. Steve DeWitt, Ms. Jennifer Harris, Ms. Reid Simons, and  
19 Mr. Shannon Sweitzer. From the NCDOT's Division Office in Durham, which oversees  
20 activities in Wake and Durham Counties and several other counties as well, we have the Division  
21 Engineer, Mr. Wally Bowman. From the private engineering firm of Mulkey Engineers and  
22 Consultants, the firm that prepared the environmental document for this project, we have Mr. Jay  
23 Bissett along with some other some other people of his firm. We also have from HNTB, the  
24 private engineering firm that oversees the other firms for these projects, we have Mr. Adin  
25 McCann. We also have some other folks from HNTB as well. From the Federal Highway  
26 Administration we have Mr. George Hoops. We also have from Carolina Land acquisitions, Mr  
27 Chip Hawke. His firm will handle the right of way acquisitions for the this project. If you have  
28 right of way questions, Chip is the man to see. Also representing NCDOT, who have some  
29 review functions of the project, we have Mr. Dewayne Sykes and Mr. Tony Houser of the  
30 Roadway Design Unit. From the Human Environment Unit, we have Mr. Ed Lewis.  
31

32 Does everyone have a handout? Does anyone need a handout? I'd like to go over some of the  
33 information with you. There's a lot to cover. We will also go over the map and then go over  
34 some right of way information, and then go to your part, your comments.  
35

36 The purpose of this project is to improve commuter mobility, accessibility, and connectivity to  
37 the Research Triangle Park employment center, and reduce congestion on existing north-south  
38 routes that serve the Triangle Region, primarily NC 55 and NC 54.  
39

40 Now tonight's hearing is an opportunity for you, the general public, to offer your comments  
41 relative to this project. Now, we had the pre-hearing open house earlier where you could get a  
42 lot of your questions answered and those people will remain after the formal part of this hearing  
43 to answer any additional questions you may have. We encourage you to participate in this  
44 process . We want you to speak your comments. That's why we are here. In so doing, we have  
45 some ground rules we like to follow to help the hearing to go more smoothly. First of all, this is

46 a public hearing, not a public debate. We are here to hear your comments. I am not going to  
47 debate with you. I can't out argue any one of you, much less all of you. We will try to answer  
48 questions for you. We will have answers for you tonight if you so desire. If we can't answer  
49 your questions tonight, we will get answers for you in the future. The environmental document  
50 has been out for review for several weeks. Those places are listed here. The document is the  
51 basis for the project.

52  
53 Now, another ground rule that we like to abide by, is that you not debate among yourselves. We  
54 know that you may have different opinions among you, and that's fine. That's part of our process  
55 and that's part of being in America. We just ask that if someone says something that you don't  
56 agree with, that you afford the opportunity for that person to speak in the same manner as you  
57 would like to present you comments. In doing that, we will be fine. You don't have to agree, just  
58 provide the courtesy for others to speak. We do ask that you limit your comments to three  
59 minutes. There will be a timekeeper over here with signs to indicate the time you have  
60 remaining. The reason we do this is not to limit the amount you speak, but when we have a lot  
61 of speakers and we have those who may wish to leave early is to give everyone the opportunity  
62 to speak. Once we finish the list of those who have signed up, you will be given the opportunity  
63 to speak again. Also, after the formal part is finished, our people will hang around if you have  
64 additional questions and then we will go from there. So, we ask that you limit your comments to  
65 three minutes. We have found that it just works better that way as we go through it. You may  
66 also submit written comments. You may speak, you may send in written comments, or you may  
67 do both. We certainly welcome those. We do ask that you submit your written comments by  
68 April 8.

69  
70 In the next section, "What is Done With the Input", there will be a meeting held with the  
71 appropriate people in which all the comments, both written and spoken, will be reviewed. This  
72 hearing is being recorded and will be transcribed so all the spoken and written comments will be  
73 there. Submitting your comments will guarantee that they will be considered at that meeting.  
74 We will take your comments anytime, but to ensure that they will be considered at this meeting  
75 and as a part of the official public hearing record, we need them by April 8. You can see there  
76 the State-Federal relationship. This one is a little different since it is a highway toll project, and  
77 Federal Highway has a loan program called TIFIA that helps with the financing and so Federal  
78 Highway has oversight of the project.

79  
80 Now, I have a few slides that illustrate the need for the project that I will show you rather than  
81 read from the handout. Toll roads were used in North Carolina a long time ago, but they haven't  
82 been used here in many years. They have been used extensively in other parts of the country for  
83 many years. Conventional funding that we have now cannot meet all our transportation needs.  
84 There's a 42% population increase predicted by 2030 and a \$65 billion gap between  
85 transportation needs and revenues to meet the needs in North Carolina. This is a nationwide  
86 phenomenon – it's not just here. Federal transportation funds are expected to give out next year  
87 about two years short of the next funding bill from Congress. The more efficient cars, along with  
88 the increase in gas prices, do reduce travel somewhat and those produce fewer gas tax revenues.  
89 Now last August, a Federal blue ribbon committee appointed by the President and Congress  
90 came back with a recommendation to phase in an increase of the Federal gas by 40 cents per

91 gallon to cover that. That didn't go over very well. Other states have looked for a number of  
92 ways to finance their road projects. Some have gone to public private partnerships, some have  
93 leased part of their freeways to foreign countries for as much as a 99 year lease. There are lots of  
94 ways others are considering for funding. So, tolls are proposed for this project to expedite  
95 roadway construction and to provide less congested, higher speed routes. So, those are part of  
96 the reasons for tolls.

97  
98 The North Carolina Turnpike Authority was created in 2002 to explore alternative transportation  
99 financing and project delivery methods. They adopted rules which state that each project must  
100 be part of locally adopted long range transportation plans. Each area across the country has what  
101 are called MPO's or Metropolitan Planning Organizations. In Wake County we have CAMPO,  
102 Capital Area Metropolitan Planning Organization; in Durham and Orange Counties there is the  
103 Durham-Chapel Hill- Carrboro Metropolitan Planning Organization, DCHC. These  
104 organizations develop long-range plans for facilities, both for the transportation and air quality  
105 standpoint. This particular project was adopted by both of these MPO's, which was a  
106 requirement from the General Assembly.

107  
108 In 2002, the General Assembly made the decision to look at toll routes as an option. It is a part  
109 of the General Statutes and so the people here with the Turnpike Authority are charged with the  
110 task of carrying those out. Some of the other rules, projects selected for development as a toll  
111 facility, must have a non-toll alternative. As many as nine toll facilities have been authorized to  
112 proceed, and the Turnpike Authority is working on a number of those now. Also, legislation  
113 requires that the tolls be removed once the debt is repaid. For this project, that time is projected  
114 to be 40 years. That's pretty typical. Like I said, some states have a 99 year time frame, but that  
115 is the projection for this.

116  
117 Now, this particular project was identified as a transportation corridor in 1958 by the Research  
118 Triangle Park and has been preserved ever since then. I-540 was protected as a line on the map  
119 since the early 1960's. This one has been around for a long time, since 1958. It has always been  
120 on the master plan. The Foundation has reserved this property all that time for this particular  
121 route. The project was added to the State Transportation Improvement Plan in 2004, but wasn't  
122 funded and has since been transferred to the Turnpike Authority. So, basically, this road has been  
123 planned to be built, whether by toll or traditional methods. It is essentially the same highway.  
124 The difference is that as a tolled highway it can be built much faster than it could be by  
125 traditional methods.

126  
127 This is a regional project – it is a part of a regional transportation plan. As I said earlier, the  
128 MPO's develop projects in a long-range plan and prioritize them. So, this project is a part of a  
129 much, much larger plan, so it is a regional road and it connects with other projects to form part of  
130 that regional system. Now, a system from a financial standpoint cannot be constructed all at  
131 once, and so projects must be constructed one at a time and be put together as pieces of a puzzle.  
132 So, this is the Western Wake Freeway right here and this ties into two more systems, It ties in to  
133 NC 540 here and this ties into the next section which is this project, the Triangle Parkway, and  
134 we have a continuous roadway going from NC 147 along the Triangle Parkway onto NC 540 to  
135 the Western Wake Freeway. Western Wake ties into the Southern Wake, which is undecided right

136 now as to how that will be handled, which ties into the Eastern Wake, which is out there  
137 somewhere, which ties into the Northern Wake, which is I-540 there which creates a loop around  
138 the Raleigh area. But, also, the Clayton Bypass, which is nearly finished, will tie into the  
139 interchange here, which is designed to accommodate the Southern Wake, which will bring I-40  
140 from the south into this system as well. So this forms a system which is constructed one project  
141 at a time, but it all fits together and is part of a master plan that provides transportation  
142 throughout the area.

143

144 This plan may provide for other forms of transportation, as well as highways such as mass  
145 transit, in the form of light rail and buses or whatever – it is all figured into it. Now, rail and  
146 buses are toll facilities also. This is a different form of the same principle, so this not a new  
147 concept as far as paying for conveyances that we use.

148

149 As I pointed out, the General Statutes require free alternate routes. As you can see, there are  
150 some there you can use, there are NC 54, NC 55, Davis Drive, and others. These are some of the  
151 more prominent ones you can use in the area that are alternative routes that are free.

152

153 The models have shown that by constructing this project, that the traffic volumes on I-40  
154 between NC 540 and NC 147 will drop as much as 46,000 vehicles per day. It has been known  
155 for many years that this area of I-40 has been the source of many problems and that planning for  
156 this project has shown great promise to reduce traffic on I-40, especially in that area. Also, the  
157 volumes on NC 55 between NC 540 and I-40 are predicted to drop by about 41,000 vehicles per  
158 day. NC 54 traffic between NC 540 and I-40 is expected to drop as much as 6,000 vehicles per  
159 day. So, one Wake County planner back in 2000 was quoted as saying that this is the only route  
160 they have available that can take traffic pressure off this area of I-40 from a north-south  
161 perspective. And so, this route has been long coming, long overdue and, hopefully, now we can  
162 pursue it.

163

164 Let me go to the map now and go over the project briefly. Let me give you some of the color  
165 schemes on it. The dark green here and here represents right of way that is currently owned by  
166 the state that was purchased under other projects. The green, light green represents right of way  
167 that is to be bought as a part of this project. The yellow represents new pavement that is to be  
168 constructed. In this case, the orange, the striped orange, here, that's Davis Drive that is under  
169 construction right now. Red represents structures, in this case are bridges; there are some others  
170 over here we'll talk about later. The red stripe are structures already existing. The purple is  
171 utility easements, that with track in it represents railroads. Of course, the brown represents  
172 buildings, the blue represents water. The striped over here represents future projects or those  
173 projects proposed to be constructed at some point in time. I think that covers most of those.

174

175 The project begins here at this interchange with NC 540. This interchange was constructed to  
176 accept this route. As I said, this has been planned for a long time. So, both of these interchanges  
177 were constructed years ago, well that one was not constructed years ago, but that one was, to  
178 accommodate this project. So it fits in well with that. So, the project begins here and is proposed  
179 to be a six lane divided controlled access facility. Controlled access is a facility that you only  
180 get on or off at interchanges. There are no driveway connections permitted. And so, it also has a

181 46-foot grassed median, three twelve foot lanes in each direction, twelve foot shoulders on the  
182 inside and outside of the facility.

183

184 Now, all projects are developed trying to balance traffic service, balance impacts to the  
185 environment and, as much as possible, we have to balance that with impacts to humans and  
186 costs, so certain, I hate to use the word compromises, but there are certain things that have to be  
187 worked out. The one thing that is not compromised, is not balanced is safety. And so, no  
188 engineer will deliberately design anything that is unsafe and they are very, very careful about  
189 that. So, there are some elements here that were designed to balance impacts and costs, but not  
190 to balance safety.

191

192 So, as we proceed northward, we come to the Kit Creek Road. We propose to connect that with  
193 a bridge one side to the other and keep Kit Creek Road open. We would like to hear comments  
194 regarding that proposal. As a part of the safety aspect of this, the connector road right here  
195 coming off Kit Creek and tying into NC 540 will have to be removed. There's no way that, from  
196 a safety standpoint, that this could remain. There's not enough room to weave traffic over here.  
197 Remember, this is proposed to be a 65 mile per hour speed limit roadway, and that would result  
198 in pulling out in front of somebody. Now design standards and the Federal Highway  
199 Administration require that interchanges for this type of facility be at least a mile apart. And so,  
200 that creates some issues within itself. And that's because it's a high speed facility and it takes  
201 room to move on, weave, and move off and so we like to have a minimum of a mile to make  
202 these moves. We don't have a mile out there, there are only a few hundred feet, So that is one of  
203 those things about this temporary connection that's only been there a year or so and which was  
204 always regarded to be temporary, and there's no way that could stay there.

205

206 Here we have Hopson Road and Davis Drive which are not a mile apart. With a traditional  
207 diamond, the ramps would come in here and go here and back up, and that would not work from  
208 a traffic standpoint. Another thing we could do is to tee in one road into the other, up here or  
209 down there, but that would create a very congested intersection. And, so what has been designed  
210 is a compressed split diamond with the ramps coming off here, and a ramp coming on here.  
211 When we say compressed, the distance between the intersections is pushed together.  
212 Traditionally, on a diamond they would come way up here and way down there. That would  
213 create additional impacts to all this in here, the buildings here, the same here, get into that. You  
214 would get into this pond here. There's a lot of development that would be impacted by this type  
215 of design. As a part of the design process, this was closed in in order to maintain access to both  
216 roads. These are connected with controlled access roadways. Compressed diamonds work quite  
217 well. The intersections have to be signalized, but if timed properly they work real well. They  
218 handle traffic really well. It was looked to have what is called a half clover by putting loops here  
219 and here, but the loops would move the ramps out here and here and the same down here. So,  
220 again, there would be impacts to property and there would be environmental impacts, so this was  
221 pulled in. So this was pulled in and compressed, and by tying them together, we have one big  
222 interchange so we have access from both Hopson and Davis.

223

224 Another area is here with EPA. EPA has a research division and a regulatory division. And so,  
225 the research up here would like to move the roadway away from their property and they would

226 prefer to have the roadway down here. But the regulatory division has oversight of the Corps of  
227 Engineers permits, which has jurisdiction over the waters and wetlands of the United States.  
228 Well, here we have a stream. The regulatory branch of the EPA would actually prefer that we  
229 move this way away from the stream. So, here we have to thread the needle to stay off the EPA  
230 property on this side and minimize impacts to the stream on this side. There will be some stream  
231 restoration here and mitigation later, but we will stay out of stream and stay out of these wetlands  
232 as much as possible and then we will add some retaining walls up here since the property here is  
233 higher than the proposed roadway, the roadway will be depressed through here. So, retaining  
234 walls have to be added here to keep the roadway and the right of way as close as possible, as far  
235 away from the property as possible.

236

237 Also, in this area there is a day care facility right here. We have done the noise studies, both  
238 preliminary and the final noise studies. So, a noise wall is proposed right here. The preliminary  
239 study had the wall a little longer since that is modeled on flat terrain. Once you get to the final  
240 stages, you have more information of the topography that is going to be there, and so it may  
241 come out a little differently. Once you get to construction the contractor may have a better way  
242 of doing it or whatever. So, right now it comes out to be about 1,465 feet in length. That could  
243 change a few in the final design. So, a noise wall is proposed right there.

244

245 We also propose to bridge over Burden Creek right here. And then, we come into the I-40  
246 interchange, NC 147/I-40, which as I said was set up years ago to accept this route. There is a  
247 temporary ramp right here coming off I-40 going up to T. W. Alexander. That particular route  
248 will be closed as well from a safety standpoint since we only have a few hundred feet between  
249 this route and that one. Cars coming here to get off and coming here to get on at high speed  
250 violate all safety standards, violate all policies. It's just not safe and, like I said, an engineer is  
251 not going to design something knowingly that's unsafe. NC 54 is going over right here. During  
252 construction in order to keep it open as much as possible, a temporary bridge will be built over  
253 that while this bridge is being rebuilt. So, NC 54 will stay open.

254

255 Now, there will be a lane addition inside NC 147 as shown on the other map over there and just  
256 provides laneage to merge traffic. That's generally what has to happen. Now, over there at this  
257 end at the interchange of NC 540 here, we are proposing to add a lane sometime in the future  
258 when it's needed. Current projections are for about 2024. When it's needed, that will be added  
259 as well. At this interchange with NC 55, that's where Western Wake starts. Construction should  
260 begin on that this summer as well. And so that's a part, as I said, a part of the continuation of  
261 this.

262

263 Now, this is a toll facility. All three of these, the Triangle Parkway, NC 540, and Western Wake  
264 which ends down at NC 55 at the other end – these form a continuous toll facility. The tolls will  
265 be collected electronically. There will be some form of transponder or windshield sticker or  
266 whatever that, over sensors, will get and access your account. There will probably also be  
267 overhead cameras to take license plates of those who don't have accounts or people just driving  
268 through on an irregular basis so that they can gather that toll. These purple areas represent the  
269 proposed tolling places, where you get off here, get on here, and I think it's down here where you  
270 get off there. So, those are proposed there for tolls.

271 This project is about 3.4 miles in length. The project proposes a six-lane tolled freeway, and  
272 freeway is a term for basically a controlled access facility. There will be three 12-foot travel  
273 lanes in each direction that are divided by a 46-foot wide grassed median. It will have twelve-  
274 foot shoulders on the inside and outside. Right of way proposed will be 300 feet with additional  
275 right of way needed for interchanges and other areas like that for control of access.

276

277 It is proposed that there will be two relocatees. You know, we haven't mentioned that this right  
278 of way has been preserved for many years. The number of relocatees for a project like this can  
279 reach fifty to one hundred easily and the same for Western Wake. We did corridor protection on  
280 that in 1993, I think, and that has been preserved. And probably, that is a project I have had more  
281 phone calls on than any other project in the state for years because it's been growing so rapidly,  
282 and the fact that corridor was preserved has saved the state probably millions and millions of  
283 dollars and a lot of disruption for homeowners because of keeping properties from being built or  
284 rather keeping buildings out of the corridor. So this one has been kept clean and the Research  
285 Triangle has been very diligent in that, and it's paying off now.

286

287 The estimated cost for right of way is \$26,000,000, the utilities cost is \$5,200,000, the cost of  
288 construction is \$133,300,000. Total estimated cost is \$164,500,000. Tentatively, right of way  
289 and construction are scheduled to begin this summer. The project is expected to be completed  
290 and open to traffic in 2010.

291

292 Now, I do need to go over some right of way procedures. Once a route is selected and approved  
293 and the design is complete, the right of way is staked on the ground. If you are an affected  
294 property owner, you will be contacted by a right of way agent. He will show the plans to show  
295 and show exactly how you will be affected. He will explain the plans to you and will advise you  
296 of your rights and will make a professional appraisal of your property of the market value at it's  
297 highest and best use at the time of the appraisal. During this process, the Turnpike Authority  
298 must treat all owners and tenants equally, must fully explain owners' rights, must pay just  
299 compensation in exchange for property rights, must furnish relocation advisory assistance if that  
300 is required, and must initiate legal action if a settlement cannot be reached. In addition, if you  
301 are a relocatee, that is if your home or business will be relocated, in this case there are two  
302 homes and no businesses affected, the agent will explain the relocation process to you as well,  
303 help you find comparable housing, if so needed, and will explain all the procedures to you. In  
304 addition to the market value of your home, your moving expenses may be paid as well if certain  
305 qualifications are met. Also, there is additional funding available for such things as closing  
306 costs, mortgage increases, additional value of comparable homes, and things like that. And so,  
307 Mr. Hawke is back there and some of his staff are there, and those are people who will help you  
308 on that.

309

310 And now I will open the floor up to you for your comments. We have those who signed in, and  
311 we will go down that list as you signed in. Again, we ask that you maintain the three minute  
312 time period. If you desire additional time, when everyone else is finished, you can do that as  
313 well. I ask that you come up and use our microphone. We have one there, so that our recorder  
314 can hear you and so that everyone else in here can hear you as well. So, our first speaker is Mr.  
315 David McDowell.

316 David McDowell: Thank you everyone. My name is David McDowell. I'm a Raleigh native  
317 and founder of No Tolls on 540.org.

318

319 We are here tonight because the Turnpike Authority wants you to know that the Triangle  
320 Parkway portion of the Triangle Expressway, which includes the Western Wake Parkway, they  
321 want to try to sell you on the idea that this stretch of road should be built as a toll road. The  
322 Turnpike Authority wants the Triangle Parkway Expressway to lead them forward as the State's  
323 first toll road. The currently open portion of I-540 is toll free; however, south of I-40 to NC 55  
324 in RTP was renamed to NC 540 to avoid conflicts with Federal tolling agreements on interstate  
325 highways so that one day you could wake up and suddenly find this section of road tolled, a road  
326 that you are able to drive without tolls today.

327

328 We also have Governor Easley's 21<sup>st</sup> Century Transportation Commission wanting to determine  
329 where our future transit needs are focused, this group containing North Carolina legislators that  
330 support the Turnpike Authority. And there may be proper places to implement toll roads in North  
331 Carolina, but part of our I-40 loop, along with the 147 extension, does not fit that model. In  
332 2007, legislators could not agree on a way to fill the GAP funding that the Turnpike Authority is  
333 asking for. Keep in mind that 2008 is the last year for Governor Easley's administration. Let the  
334 new governor's administration begin and allow that administration to decide the fate of our tolls.  
335 That said, I hope this trend continues in 2008, not only to not fill the GAP, but to not allow the  
336 Turnpike Authority to use a public-private partnership for funding of this project. Private  
337 investors want only one thing – return on investment. This means higher tolls over a longer  
338 period of time. Not only that, we lose public control of our transportation infrastructure.

339

340 On another note, you may have heard of STAC, the Special Transit Advisory Commission. How  
341 many more groups or commissions will it take to confuse the public on our transit future? In a  
342 nutshell, STAC's basic charge is to determine goals and objectives for regional transit  
343 investments, make recommendations, and ultimately come up with a Regional Transit Vision  
344 Plan for the Triangle. So far, their draft plan does not address the issue of toll roads. It primarily  
345 focuses on rail and bus only, with a tiny provision to work with a road's owner on how to best  
346 use it for their buses. Their draft plan currently proposes one way to fund it as a half-cent sales  
347 tax increase.

348

349 Everyone knows the challenges this area faces for the future of our regional transit. STAC wants  
350 you to pay higher taxes for rail and bus systems, and the Turnpike Authority wants you to pay  
351 tolls on parts of 540 and the 147 extension. Let me shorten that – pay higher taxes and tolls at  
352 the same time. Do you see what's coming? It's clear to me that organizations charged with  
353 making our transit future brighter continue to be reading from two completely different books.  
354 They are disconnected and not working together towards one common goal.

355

356 Atlanta has their 285, Charlotte, has their 485, and Raleigh shall have its 540 loop. The Turnpike  
357 Authority says “toll road or no road,” yet there are still many alternative ways to fund the road.  
358 If we use STAC as an example, why not make this section of 540 and the 147 extension part of  
359 their plan? Let their proposed tax increase not only be used to fund their regional rail and bus  
360 projects, but also for this road. Let's have one plan directing our regional transit, not many. Let's

361 make 147 and all of 540 without tolls. Thank you.

362

363 Moderator: Thank you, Mr. McDowell. We have Ben Skaggs and Marc Hollander.

364

365 Ben Skaggs: I'm Ben Skaggs. I'm the Director of Administration at EPA here in Research  
366 Triangle Park, and this is Marc Hollander, the Chief Executive Officer of the National Institute of  
367 Environmental Health and Science. We represent the owners of EPA and NIEHS here in the  
368 Park. and we will be submitting joint comments, both tonight and in writing. First, I want to say  
369 we appreciate the opportunity to speak at this venue about the proposed project, and from my  
370 perspective, the first thing I want to do is be clear about the EPA role in this, as you alluded to,  
371 and the role the EPA-RTP plays in this process. EPA is involved in reviewing the Environmental  
372 Assessments from regulatory perspective, and that review is handled by EPA's Atlanta office for  
373 all projects in the State of North Carolina, regardless of whether EPA is attending them or not.  
374 As a landowner in RTP, our portion of EPA, the portion that I represent tonight, is going to make  
375 comment, together with NIEHS, on the impact of the project as it relates to our localized  
376 operations – Just as I hope our private sector neighbors in the Park will do.

377

378 That being said, as a local entity, EPA-RTP and NIEHS has a wealth of technical folks that we  
379 will be engaging to make comments on the EA, and we look forward to submitting those  
380 comments to you in writing by the deadline of April 8<sup>th</sup>.

381

382 Here is preview of what those comments will entertain:

383

384 First, mitigating access impacts that the project is going to have on our campus, primarily related  
385 to the loss of the spur at the end of the Durham Freeway, which serves to bring employees to  
386 what is today our primary entrance off of Alexander Drive. Once the spur is removed, we  
387 anticipate the traffic patterns are going to shift from that entrance to our Hopson Road gate. We  
388 appreciate the relationship that we have had with NCTA and NCDOT in working with us to  
389 maximize the efficiency of that gate through maintenance of a full movement intersection and for  
390 a traffic signal paid for by NCTA following a traffic load evaluation. Our concern in this area  
391 center around two things – safety for our employees and convenience for our employees and  
392 visitors, including the Triangle Transit van pools and buses that service our campus.

393

394 The second area of concern surrounds mitigating noise, emission, and other impacts, both during  
395 construction and long-term for the east side of of our First Environments Early Learning Center,  
396 also previously mentioned. It would be our closest occupied structure to the roadway, and again  
397 we've been pleased to date with the level of engagement we have had with NCTA and NCDOT in  
398 discussing this issue and looking at a possible solution.

399

400 The third area relates to finding a mechanism to continue to work collaboratively with NCTA and  
401 NCDOT to address the concerns I've mentioned above. One of the things we're concerned about  
402 is the design-build contract that is being proposed. Having had experience with design-build  
403 arrangements, we are concerned that the fluid nature of these contracts, which are chosen in part  
404 to increase the speed with which work is accomplished may fail to capture or honor our  
405 agreements or afford us the opportunity to remain actively engaged in a meaningful way as the

406 work moves forward. And our written comments will provide ideas about concrete ways to  
407 formalize these arrangements within the design-build framework.

408

409 In closing, as an active member of the owners and tenants group in the Research Triangle Park,  
410 we recognize the benefits this project can bring to the broader community. But we also  
411 understand the quite real concerns that you are going to hear. Are there aspects of this project  
412 about which we are concerned? You bet. You've heard a few and you'll get more in our  
413 comments. Do I wish we were having a similar conversation around improving mass transit to  
414 help solve some of our transportation challenges. You bet, I wish we were. However, given the  
415 approach that we as a state and regional community have decided to take, we remain convinced  
416 that the only way to address our mutual concerns is to move forward together. We appreciate the  
417 opportunity that you have afforded us to do that. Thank you.

418

419 Moderator: Thank you very much, Mr. Skaggs, Mr. Hollander. Rick Weddle?

420

421 Rick Weddle: Thank you. My name is Rick Weddle. I'm President of the Research Triangle  
422 Foundation, the owner and developer of Research Triangle Park. I'm a resident of Cary and our  
423 offices are at 12 Davis Drive in RTP. I would like to make my comments in four main areas if I  
424 could, and I will try to be brief because we have a long list of folks to be here tonight.

425

426 First of all, the north-south freeway in the general location of the proposed Triangle Parkway  
427 has, as noted in the previous presentation, been in the plans for RTP since 1958 and in our first  
428 master plan since 1960. Triangle Parkway is part of the overall transportation plan and  
429 transportation system which has been planned by DCAC, CAMPO, and NCDOT and was  
430 identified in the I-40 Congestion Management Study to provide relief for the heavily traveled  
431 section of I-40 between I-540 and NC 147. Thirdly, over the past 50 years, the Foundation has  
432 reserved the right of way for Triangle Parkway, and we do believe this construction will help  
433 connect the Park and the Park's companies to nearby communities in a way that's important for  
434 overall mobility within the Triangle. Fourth, we believe that, while perhaps not the best way to  
435 approach funding the project, tolling, indeed, is the most expeditious way to achieve the  
436 development and implementation of this very important project within a reasonable time period.

437

438 To these points, we entertain a dialog and conversation with the owners and tenants within the  
439 Research Triangle Park, and we recognize that there are always pros and cons for major  
440 infrastructure projects. We asked the companies to send us their concerns, and the comments we  
441 have received from all companies range from no concerns to very specific site concerns to  
442 general concerns about diminished access on T. W. Alexander and Kit Creek Road. We  
443 understand that these will be prepared or presented in writing in the overall comments section.

444

445 We encourage the Turnpike Authority to work with us and work with the companies in RTP to  
446 address these issues which have arisen in the detail design so that the positive aspects of the  
447 facility are not lost because of a few unmitigated negatives. And we at the Foundation are  
448 willing to entertain the opportunity to participate in that dialog. This has been a long awaited,  
449 much planned, and badly needed public infrastructure project. From our perspective, while there  
450 are issues and concerns that have arisen to the detail design, we do believe the overall public

451 benefit outweighs the negative impacts, and, therefore, we fully support the timely construction  
452 of Triangle Parkway as the Turnpike says, a tolling facility in North Carolina. Thank you very  
453 much.

454

455 Moderator: Thank you, Mr. Weddle. If any of you would like to leave your comments with us, it  
456 would be most appreciated and useful. Ms. Mitchell-Sinclair?

457

458 Racine Mitchell-Sinclair: Good evening. My name is Racine Mitchel-Sinclair, and I'm the 2000  
459 Chair of the Regional Transportation Alliance. Thank you for giving us an opportunity this  
460 evening to speak. The Regional Transportation Alliance business leadership group has been a  
461 strong supporter of the Triangle Parkway for several years. We applaud the Research Triangle  
462 Park for reserving the right of way for nearly 50 years for this important project. In this climate  
463 of double digit construction costs and inflation, toll roads remain a very valid way to dedicate  
464 revenues to completing a specific major project such as the Triangle Parkway and, indeed, the  
465 entire Triangle expressway corridor. We look forward to the congestion relief that this new  
466 turnpike freeway promises Durham and Wake Counties, particularly in conjunction with the  
467 proposed Durham East End Connector. On behalf of more than 100 members in 22 member  
468 Chambers of Commerces in nine counties in the extended Triangle region that belong to the  
469 Regional Transportation Alliance, we salute the Turnpike Authority for agreeing to advance the  
470 construction of this roadway by designing as a turnpike route, and fully support its efforts.

471 Thank you.

472

473 Moderator: Thank you. Let me elaborate just a little bit about the Durham East End Connector,  
474 which is a project that's in the planning stages that's underway that's up there; well it's on the map  
475 that fell to the floor. That will be a controlled access facility from NC 147 over to US 70. Plans  
476 are for sometime in the future to make US 70 a controlled access facility up to I-85. So, there  
477 will be controlled access eventually from I-40 south to I-85 in Durham. So, this is all a part of  
478 the regional concept. We have someone from the Durham Chamber, Ted Conner. Yes sir.

479

480 Ted Conner: Well, good evening. My name is Ted Conner. I'm Vice-President of the  
481 Economic Development with the Durham Chamber of Commerce, and I appreciate the  
482 opportunity to come forth and speak this evening.

483

484 I just want to say, first off, that we are really pleased that Durham is the home to Research  
485 Triangle Park, and we applaud the Park and actually many of the private developers that over the  
486 years have reserved critical pieces of the right of way for the past 50 years to allow this project to  
487 move forward. Our Chamber approved in 2004 a resolution to support the Triangle Parkway.  
488 The need for the Parkway has certainly not gone away since that time, and we are excited about  
489 the prospect of the imminent completion of the turnpike. I might add that nobody would like to  
490 pay extra money to drive on the road. We wish there were funds out there to build the road, but,  
491 alas, there are not. Thus a toll is really the only way to get this road built somewhere in my  
492 lifetime, which I hope will be a long one.

493

494 The Triangle Parkway will provide a new route to RTP that complements other road projects that  
495 are currently in the row, whether it be the widening of Davis Drive, the widening of NC 55, and

496 other roads that currently will be expanded. And the Parkway will also take really needed  
497 pressure off I-40. Anybody who drives I-40, you can feel that pressure, and the congestion also  
498 creates a lot of side effects like air pollution and other types of issues. Coupled in Durham with  
499 the critically important East End Connector, as well as another project that's on our TIP which is  
500 the widening improvement of US 70, this road will really serve to generate or create a real  
501 smooth flow of uncongested traffic to Research Triangle Park.

502

503 Now, go back to Research Triangle Park because as the region's grown tremendously, and will  
504 grow tremendously in the future, RTP is still the heart of our economy, and we have to support it  
505 as strongly as possible. Thus we salute the Turnpike Authority for agreeing to advance the  
506 needed construction of this roadway, and we support its efforts. And we look forward also, I  
507 might add, to a collaborative planning process where the needs of the community and the needs  
508 of businesses are met along with the needs for the road. We certainly look forward to  
509 congestion relief, and we look forward to the turnpike freeway promise to what this new road  
510 promises for Durham and the Triangle. Once again, it supports our economy tremendously  
511 today, as well as in the future. While once again I would like to say I wish there were money out  
512 there growing on trees that we would not have to use tolls, I agree with Rick that tolls are about  
513 the only way to expeditiously build this facility, and we look forward to the completion. Thank  
514 you.

515

516 Moderator: Thank you, Mr. Conner. Drew Moretz.

517

518 Drew Moretz: Thank you. My name is Drew Moretz. I'm the Vice-President of  
519 Government Affairs for the Raleigh Chamber of Commerce, and like the Durham Chamber, we  
520 too supported this project and passed a resolution for support back in 2004. The need to  
521 complete this project has not gone away and, again, this two years, I mean three years ago, and  
522 we're talking about an increased population growth. Certainly in Wake County we're seeing  
523 explosive growth in municipalities, as well as the county, and we do applaud the Park for  
524 reserving the right of way for this project as others have stated. What we hear from DOT is that  
525 this project would not have been completed until 2030 if it were not for the tolls. We see a \$65  
526 billion gap between needs and anticipated revenues. There is really no way to dig our way out of  
527 this hole other than to look at creative ways to improve our infrastructure, and tolling is used  
528 nationwide. In Texas, one of our competitors for jobs, they are using toll roads right and left. So  
529 as we work to remain economically competitive and as we work to address our congestion and  
530 infrastructure challenges, we do thank the Turnpike Authority for considering our project in this  
531 region and improving it. Again, from the information we got, 2030 is the earliest open date on  
532 this project if it were not for tolls. So we do appreciate the expedition of this project, and I  
533 appreciate all the partnerships we have established from this process. Thank you.

534

535 Moderator: Thank you, Mr. Moretz. Gary Bird.

536

537 Gary Bird: Thank you for the opportunity. My name is Gary Bird, and I represent the First  
538 Environments Early Learning Center, the parents there, and as a concerned citizen and also a  
539 very concerned parent that the best interests of this childcare center have not been served by the  
540 Triangle Parkway Environmental Assessment.

541 My child attends this childcare center. It's home to 181 children that range in ages from six  
542 weeks to 5-6 years old. It's also home to 48 teachers and staff, operating ten hours each  
543 weekday, 7:30 a.m. to 5:30 p.m.

544

545 The overriding concern here is that the planned Triangle Parkway will pass within 350 feet of the  
546 childcare classrooms and play areas, and has enormous potential for significantly impacting  
547 health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed,  
548 portions of our child population already suffer from these symptoms, and this would be  
549 exacerbated by the roadway.

550

551 So in regard to the Environmental Assessment in addressing these concerns, it is basically  
552 unacceptable; it is not rigorous. With regard to the noise mitigation which we have heard about,  
553 the language that's used in this report has been vague and non-committal.

554

555 In addressing air quality and how it will impact the health of children, particularly respiratory  
556 issues, the EA is grossly inadequate, verging on non-existent. The conclusions of the air quality  
557 section portray a "can't do anything" mentality that, frankly, is blinkered.

558

559 It has emerged over recent years that near roadways constitute a serious and significant health  
560 impact on vulnerable populations, young children being chief among them. In April of last year,  
561 I provided the Turnpike Authority Board a summary of such studies to make them clearly aware  
562 of these impacts. I note that they sighted a Lancet paper in this EA that emphasizes the  
563 deleterious effects poor air quality can have on developing lungs. In addition, that same paper  
564 emphasizes the need to focus air quality impact studies on localized areas, or hot spots, not  
565 regional air impacts. This advice is clearly not heeded in this EA and probably highlights the  
566 inadequacy of the EA process.

567

568 Further, a Federal Highways memorandum advises on when and how to analyze air toxicants,  
569 particularly for projects with high potential for causing air toxicant effects. Included in this  
570 category are projects that are to be located in proximity to vulnerable populations. The child care  
571 center is just such a population, and the memorandum states that the road project should be more  
572 rigorously assessed for impacts. Again, the advice is not heeded in this EA and probably  
573 highlights the inadequacy of the EA process.

574

575 It is of great concern why an Environmental Impact Statement wasn't undertaken for the Triangle  
576 Parkway from the start. Federal Highway regulations state that a highway project normally  
577 requires an EIS if a project is four or more lanes on a new location and is a new controlled  
578 access.

579

580 I protest in the strongest possible terms that the best interests of the public and the children of  
581 this childcare center have not been served by the Triangle Parkway Environmental Assessment,  
582 and that the Turnpike Authority and Federal Highways be required to undertake an  
583 Environmental Impact Statement. A child's health must be a priority here, and the Triangle  
584 Parkway should be no exception.

585

586 I submit in addition to this some of the comments from approximately 110 parents who also  
587 petition, directing that an EIS be undertaken with more than 200 signatures. And I thank you.  
588

589 Moderator: Thank you, Mr. Bird. Jill McClintock.

590  
591 Jill McClintock: Hello. I'm a little taller. I'm Jill McClintock. I'm an employee at the  
592 Environmental Protection Agency, where I've worked for 17 years. I'm a former elected official  
593 from Chapel Hill. Overall, I find the stated rationale for the Triangle Parkway highway  
594 inadequate to overcome the significant impacts on employees and their children in RTP.  
595

596 Most important, building this toll road poses an environmental risk to the EPA Child Care  
597 Center, a risk that has not been significantly quantified by this Environmental Assessment. There  
598 are immediate risks, as well as long-term, indirect, and cumulative health risks, posed by this  
599 highway. As Gary, Dr. Bird, just said, the Child Care Center houses 32 infants every weekday  
600 who will be exposed to eight hours a day of increased levels of air toxic pollutants. Ten to 15  
601 children are currently treated for respiratory illness. Why are many parents and employees  
602 concerned? Because 90 percent of the total air toxics cancer risk is from mobile sources. That  
603 means cars and vehicles on highways.  
604

605 The 2004 statement on air pollution by the American Academy of Pediatrics states, "siting of  
606 school and child care facilities should include consideration of proximity to roads with heavy  
607 traffic and other sources of air pollution." I have some extensive written comments here that I  
608 won't go into detail now, but they focus on air toxicants analysis that was done in the  
609 Environmental Assessment and the need to do two additional analyses which would include  
610 populations that should be considered that include children in the EPA day care center.  
611

612 I think another interesting concern that's a little different is the environmental justice one. This  
613 project will restrict access to a publicly funded facility based on one's ability to pay. Providing a  
614 benefit to only those who can afford a toll road raises environmental justice issues. While  
615 electronic tolling is popular, it generally requires a credit card to set up an account. Many  
616 members of EJ communities do not have access to credit cards.  
617

618 The one-billion dollar shortfall over the next 40 years actually could be spent much better on  
619 personal mobility projects instead of focusing on vehicular mobility. The previous speakers  
620 implied that this project has a sense of inevitability about it and that the Foundation is to be  
621 applauded for preserving this right of way over the years. But in fact, roads don't get built unless  
622 they get on the Triangle implementation planning, the TIP. And it wasn't until the Turnpike  
623 Authority went to the MPO's and said "we can build you a road basically which you don't have  
624 to spend money for" that this expressway was put on planning.  
625

626 Finally, I would like to close by saying that I agree with Dr. Bird that it is baffling why an EIS  
627 was not undertaken for this Parkway from the start. The FHWA's own regulations state that a  
628 highway project of four or more lanes on a new location warrants it.  
629

630 And finally, a child's health must be a priority when planning a roadway, and this highway is no

631 exception. Thank you.

632

633 Moderator: Thank you. Thank you, Ms. McClintock. Bill Jirles.

634

635 Bill Jirles: I'm Bill Jirles. I'm the president of the American Federation of Government  
636 Employees, Local 2923. The American Federation of Government Employees, Local 2923  
637 represents more than 200 federal workers in the RTP area.

638

639 We're concerned about the route of this imminent turnpike in RTP. Our concerns are the money  
640 that the employees will have to spend every day going to and from work, the removal of the  
641 NC 147 spur, the increased congestion along NC 147 and I-40, and, most importantly, the  
642 adverse health effects it may have on the children at the child care center located on the EPA  
643 campus. This roadway will come close to the First Environments Early Learning Center, which  
644 is a childcare facility which hosts infants and children up to age six. There's no doubt that the  
645 turnpike will increase and exacerbate health risks from the extra air and noise pollution, along  
646 with environmental toxicity due to this turnpike.

647

648 As a parent and president of AFGE, Local 2923, I am greatly troubled by the route of this  
649 turnpike. Noise pollution, notwithstanding, scientific studies support that exposure of young  
650 children, particularly both during construction of the turnpike and when in normal use, will very  
651 likely have an adverse effect on their health. This is a health and safety issue.

652

653 The federal employees I have talked to regarding this turnpike are furious that the plan is being  
654 put into place, not only for the above mentioned issues, but also because the Environmental  
655 Assessment that is being conducted is not adequate for the site of this road.

656

657 Despite any suggestions that this project has been planned for decades, it does not eliminate the  
658 dangers and problems involved. More information and time often change plans. Now is the time  
659 to change the plans for this roadway. The American Federation of Government Employees,  
660 Local 2923, strongly encourages you to consider every mitigating strategy that will lessen the  
661 impact on the First Environments Early Learning Center. In addition, we beseech you to conduct  
662 the proper type of environmental impact assessment and consider alternatives to reduce the  
663 impact upon federal employees who must use this road to work everyday. Thank you.

664

665 Moderator: Thank you, Mr. Jirles. Silvia Saracco.

666

667 Silvia Saracco: Good evening. My name is Silvia Saracco. I'm the President of the EPA -  
668 AFGE, American Federation of Government Employees. We represent approximately 1000  
669 employees at Research Triangle Park, and we come before you, first off to thank you for having  
670 the public meeting, but to also let you know some of the concerns we've been hearing from the  
671 employees. Our employees who have children at First Environments Learning Center, the  
672 daycare on-site, are very upset. Their children will now be exposed to the issue of toxins that  
673 hadn't been there when the building was built, and, hopefully, we can look at a way of  
674 minimizing this process here and the effects on the children. Also, the employees on campus are  
675 concerned about the closing of the spur 147, the spur which the majority of our employees take

676 into our main entrance on Alexander Drive, which we now understand that the main entrance  
677 will be on Hopson Road, which will force employees to take the turnpike. And we have a lot of  
678 independent employees, as most of the other business owners have out there – they'll find other  
679 ways so they won't have to pay the toll. It comes down to economics. Where we find, as we've  
680 heard from the employees, that instead, when they come from Orange County or northern  
681 Durham, they're going to get off sooner on exits onto Highway 55, Alexander Drive over by  
682 another Park resident, Glaxo-Smith-Cline, You're going to have a lot more traffic coming into  
683 the Park. You need to address these concerns with the North Carolina Turnpike Authority  
684 representatives and certainly need to look at this, fellows.

685

686 We are also very concerned about the statements we've heard tonight about an Environmental  
687 Assessment being done instead of an Environmental Impact Statement. We don't understand  
688 how the Turnpike Authority can do that. We would hope that the legislators, as well as the  
689 different bodies of government in the surrounding counties, will look into this issue on their  
690 behalf, because our employees would like that. So I appreciate the time to make these statements  
691 and ask you please to look at these issues again and come back to us and tell us what you're  
692 thinking. We don't want to find out about it as ground is being broken. Thank you.

693

694 Moderator: Thank you, Ms. Saracco. Esther Dunnegan.

695

696 Esther Dunnegan: Thank you for allowing us to speak this evening. I live at 6608 Kit Creek  
697 Road in Morrisville, and I have two concerns. One is with the connector of Kit Creek which is  
698 also part of this project, and the second is with the toll itself.

699

700 My concern with Kit Creek is that this is being connected to honor a commitment to the Town of  
701 Morrisville, and my concern is that the Town approved a major development on that connector  
702 road with a park, a recreation center, one lone street at 25 mph, a clubhouse smack in the middle  
703 of this connecting road that you are proposing to build and will propose up to 20 thousand trips a  
704 day. I think that this is a disservice to residents who have just moved into this area, many of  
705 them who will be working in the Park, to put that kind of traffic right in the middle of a  
706 residential development. I've always been opposed to major highways coming into residential  
707 developments, be they rental, town homes, or single home developments. I think it shows that  
708 the Town of Morrisville is operating by the seat of their pants and currently have not given any  
709 consideration of the traffic patterns in the northern part of the town. I feel this is unsafe for  
710 residents as currently planned, not to mention that it adversely impacts my property and the  
711 house that we live in and where we call home and have lived there for over 30 years. It will  
712 disappear. Not only will it impact my property, it will impact property in my family that has  
713 been there for over five generations, and I feel we have given enough to this project.

714

715 Over four years ago, we heard from the planner from the Town of Morrisville that this road  
716 would come smack in the middle of my kitchen and that I should not plan for anything. At the  
717 time, there was no development there. There was no site plan for Kit Creek development, and  
718 our proposal was that this road be moved further north to connect, and this was long before  
719 anything came beside me in the infrastructure highways.

720

721 So how can we best accommodate the Town of Morrisville, accommodate the agreement  
722 between the Department of Transportation and Morrisville to connect this, and to also honor the  
723 residents who live there, assuming they would rather be closer and have access to the Park, I  
724 think there can be a connector, but I think it can be a walking connector. People could walk. I  
725 think we could go green. We need to look at that and see if we can't build that connector for  
726 residents in that area to get to Davis Drive, and from there, if they need to pick up public  
727 transportation, they could do so. I think that's one way to honor that.

728

729 I also feel that for tolls, I've heard that tolls are created. They are not created. I think that they  
730 are rather archaic. I think we are looking at a 20<sup>th</sup> century fix for a 21<sup>st</sup> century problem, and I  
731 think as we look at the development of this, we need not to look at cars per se, but how can we  
732 improve mass transportation, public transportation. We proposed to do (inaudible) in the 80's, to  
733 put a rail along I-40 when they were building that road. We were told that this is (inaudible) a  
734 community of (inaudible). We were told that the population didn't warrant it, and that the traffic  
735 didn't warrant it. Well, go figure. It's here now, so I think when we are planning, we need to  
736 project beyond the 20 or 30 years we are looking at. We really need to build for the 21<sup>st</sup> century,  
737 and building a toll road is not a 21<sup>st</sup> century solution to a current problem that we have. Thank  
738 you.

739

740 Moderator: Thank you for your comments, Ms. Dunnegan. Sarah Broome.

741

742 Sarah Broome: I live in Parkwood, near Parkwood community, just down the road from  
743 here and like most in Parkwood, I use my free access to I-40 and Durham Freeway to get to work  
744 each day on the existing, already paid for 147/Alexander spur. Your proposal to close this  
745 connector presents two problems for me. One, it diverts myself, my neighbors, and all of  
746 Durham residents currently commuting into this section of the park on a long trip to get there.  
747 Instead of giving us improved commuter mobility, it will disconnect us from our ability to work  
748 and go home.

749

750 The second problem I have is by bait and switching a project from the freeway from Durham and  
751 south Wake to a tollway, you'll encourage traffic to flood the local streets, creating congestion.  
752 Toll roads are not accessible roads. I use these words to demonstrate how this project does not  
753 meet its goals. The case for toll roads is based on the need to keep up with birth rates. This  
754 project with tolls is expected to be completed by 2010, yet your own flyer states that congestion  
755 does not start until around 2030. We have time, there seems there is time to build in the same  
756 fashion that the other roads are built in Raleigh. I urge you to tackle the issue of the Triangle  
757 Parkway with more thought. Do not go back on your word for a freeway for all. Do not  
758 discriminate against Durham residents and employers. Do not eliminate the access we already  
759 have. Maintain free access to I-40, either by the existing Alexander connector or by eliminating  
760 the toll at Hopson to 147.

761

762 Moderator: Thank you, Ms. Broome. Greg Northcuff.

763

764 Greg Northcuff: Good evening. I'm Greg Northcuff. I'm the Director of Capital  
765 Development for the Triangle Transit, and on behalf of David King, the Triangle Transit General

766 Manager, I would like to thank the North Carolina Turnpike Authority for the opportunity to  
767 speak at this public hearing and offer the Triangle Transit's support for this very important  
768 transportation initiative.

769

770 The Triangle Transit supports the construction of the Triangle Parkway as we believe this is one  
771 of the first critical steps to a region-wide transportation plan, and will meet mobility challenges  
772 that lie ahead. It will not only accommodate the expected growth in traffic volumes, but it will  
773 also afford our transit customers with the possibility of toll free transit operations, a tangible  
774 incentive in time and money for those who choose to ride transit. Triangle Transit supports the  
775 Triangle Parkway and hope the region will support it too. Thank you.

776

777 Moderator: Thank you, Mr. Northcuff. Marcie Tolley.

778

779 Marcie Tolley: I'm not a public speaker, and I didn't come prepared with notes or anything  
780 to give a speech tonight, but I came to the question and answer thing earlier, and I just feel I have  
781 to reiterate the reason I am here.

782

783 I work in the Phoenix, and we're a company on Alexander Drive, as are most of you, and I want  
784 to reiterate one of the ladies' comments before me. I am not here to talk about the tollway. I'm  
785 here to talk about an existing road that they want to close, and I don't come from Durham. I  
786 come from Raleigh, as well as 20 to 30 thousand other commuters on I-40 into RTP daily. And  
787 my time is valuable to me, and anything that is already there that they can't find or work a way to  
788 keep an open exit open, to me it's just unacceptable, and I think they need to find an engineer to  
789 make it workable. By adding ten to 30 minutes commute to go onto already congested roads  
790 because you are taking one exit away is just wrong. It's just plain wrong, and I don't care if it's  
791 just ten minutes a day, it's probably going to be an hour a day because you're dumping at least 20  
792 to 30 thousand people onto other accesses that weren't meant to be primary accesses off of I-40  
793 from Raleigh, and there are just as many people coming into RTP from Raleigh as there are  
794 coming from the Apex/Cary way. And to accommodate all those thousands and then throw it  
795 back into the mix, an extra congestion for the people who already had a workable exit, it's just  
796 wrong, and I just think that should be said again. Thank you.

797

798 Moderator: Thank you, Ms. Tolley. Dan Dzamba.

799

800 Dan Dzamba: My name is Dan Dzamba. I'm representing the Morrisville Chamber of  
801 Commerce this evening and the Board. Four years ago, the Morrisville Chamber of Commerce  
802 supported the Triangle Parkway. We continue to do that. In the intervening four years,  
803 Morrisville has seen tremendous growth as many of you know, not only in our indigenous  
804 population, but in our commuter traffic. Over 40 thousand people will come through Morrisville  
805 each day, and of course in the intervening four years, the State has been very active in recruiting  
806 companies for employment purposes in Wake County, and of course Lenovo was one of the  
807 bigger companies that was recruited. You know, of course, now it's building not just one, but two  
808 additional buildings and more opportunities for growth and employment, which is great.  
809 However, Morrisville is really hemmed in on all sides by state freeways, and we need some  
810 alternative, and we believe the Triangle Parkway will be very, very helpful. I might also add just

811 one other point. There's been a lot of comments this evening about the childcare, and I'm a  
812 parent of a child as well. Not at that facility, but I would like to think that instead of just nixing  
813 the road, there might be a way to provide funds to relocate it or build some kind of capability for  
814 the childcare to provide that safety. I noticed somewhere in your project information about  
815 relocating two residences and businesses, and maybe this business should be included as a part of  
816 that study. Thank you.

817

818 Moderator: Thank you, Mr. Dzamba. Rita Ballentine.

819

820 Rita Ballentine: Good evening. My name is Rita Ballentine, and I live at 6814 Kit Creek  
821 Road, Morrisville, North Carolina, and I just had something to add to what Ms. Esther Dunnegan  
822 has already said here. She has already given most of my concerns in her earlier presentation.

823

824 But two things – I am opposed to the toll road for Triangle Parkway and also opposed to the  
825 reconnection of Kit Creek Road, as proposed on the map. There are other alternatives, One  
826 thing – we're looking at a safety issue, especially going through a subdivision, and we're taking  
827 about 20 thousand cars per day going through a subdivision with children playing in those areas.  
828 That is one reason that I am opposed to the reconnection, but not only that – that toll road is  
829 going to have people looking for alternatives, and Kit Creek, if reconnected, would be an  
830 alternative for people not paying tolls. And that is another reason that I oppose that as well. And  
831 also, if the commitment has been made to the Town of Morrisville to reconnect that road, it can  
832 be done without affecting any homeowners or property owners in the area by using the existing  
833 Kit Creek route to connect. And I've heard a lot say that it will be more money, but if we look at  
834 the money that the North Carolina Department of Transportation has wasted, as a matter of fact  
835 20 million dollars plus on roads that were not done correctly, and the mismanagement of funds in  
836 other things, there are ways they can take just a little more amount of money and find a way to  
837 do this without affecting any homeowners or businesses. Thank you.

838

839 Moderator: Thank you, Ms. Ballentine. James Dorff. Okay. Jeff Carter.

840

841 Jeff Carter: I thank you for the opportunity to come here and express opinions and get  
842 information. I'm a recent resident of the area, only about six weeks, so I don't have the same  
843 vested interest in the history of the neighborhood as everybody else. I live in the Kit Creek  
844 neighborhood, and I do have a real concern for safety in that neighborhood, and having lived in  
845 neighborhoods where there is a lot of pass through traffic. So questions I have yet – how many  
846 lanes of traffic each way will be put through and, again, with the way that subdivision is laid out,  
847 I still wonder how that's going to be managed safely. What percentage of this projected traffic is  
848 going to be due to that same subdivision and its development, and what percentage will be due to  
849 the outside community passing through? I haven't heard any clarity about that. Beyond that, if  
850 that connection is made and it becomes an even greater pass through area, the connection for  
851 Church Road and 54, I'd consider not to be well planned by the engineers here but must have  
852 happened along years of time. That seems an intrinsically unsafe intersection, and if we start  
853 putting more traffic through there, I fear there will be more risk to human health and life. As  
854 well, I'm not sure if Church Street is really ideally set to handle traffic. I've heard rumors of Wal-  
855 Mart coming in on 54, and that could move traffic through this subdivision on that road. So I'm

856 not here really to express an opinion so much as just to try and figure out what's going on and to  
857 thank you for the time.

858

859 Moderator: Thank you, Mr. Carter. If you'll see one of these gentlemen here afterwards, I  
860 think they might can elaborate a little bit more on that. There are some other projects underway  
861 as well. Ted Conner, I think has already spoken. Okay. That concludes comments from those  
862 who signed up earlier. At this time, I will open the floor up to those who wish to make additional  
863 comments. Again, if you will, come to our microphone and state your name for the record and  
864 abide by the three minute time limit. Yes sir.

865

866 Craig Alexander: My name is Craig Alexander, and I live in Parkwood Subdivision, and I  
867 believe one of the ladies mentioned that there are people who are subcontractors of some of these  
868 major employers, who may not necessarily make over \$80,000 per year, as some people do— they  
869 would be some of the people avoiding that toll road. And one of the concerns I do have is I'm  
870 really not thrilled with tolls, and the people I talk to who live in Cary are not thrilled with tolls  
871 either.

872

873 I do have a major concern with the closing of 147 spur without widening T.W. Alexander  
874 between 54 and UNC-TV. It's going to make that alternate route extremely tight because it's only  
875 two lanes. But the bridge is already there to make it four lanes, and I would recommend  
876 considering the plans on widening that. This had not been addressed. I'm not sure how close  
877 that is on the playing board, but if it takes as long as it did to do T.W. Alexander between Miami  
878 and 147, you'd better start soon. Thank you.

879

880 Moderator: Thank you, Mr. Alexander. Do we have others?

881

882 William Newby: My name is William Newby. I, too, represent people who work here in the  
883 Park, and I'm the Union Historian with the American Federation of Government Employees.

884

885 I've heard a lot of concern from our employees is about the health and safety of the children in  
886 the daycare facility, and I don't think everything has been considered with regard to a significant  
887 impact. I realize you guys have to issue a document stating that there is no significant impact,  
888 which I could argue with at this point. If you are going to do a significant impact study, I think  
889 you should take under consideration those concerns of the children daycare and those concerns  
890 that the parents have expressed.

891

892 With regard to NC 147 spur, I wish you could revisit that issue to see if there is some way to  
893 allow egress from NC 147 on Alexander Drive. As the gentleman previous to me stated, I don't  
894 think that Alexander Drive could withstand the traffic that's going to be generated by people  
895 coming in from the northern part of the county and from the City of Durham.

896

897 Also, the traffic increase that you're going to experience on Hwy 54 and Hwy 55 exit from I-40  
898 is going to be an untenable situation, so I wish you would consider some of these things before  
899 you issue a statement of no significant impact. That concludes my comments.

900

901 Moderator: Thank you, sir. Do we have others who wish to make comments for the record at  
902 this time? OK, so again, you may submit written comments by April 8. Yes, ma'm?

903

904 Julie McClintock (from the audience): I had a quick question. You know what would be so  
905 helpful would be if your engineers could make a map which would show, for example, the areas  
906 concerned, not just the roads. It would be so helpful to be able to see, for example I'm concerned  
907 about the EPA area – have a map of EPA, the proposed highway, and then Alexander Drive. It's  
908 so hard to get a picture of what's actually happening there ..... (inaudible)

909

910 Moderator: Okay, I understand. Okay, thank you, Ms. McClintock. Again, you may submit  
911 written comments by April 8. If you have additional questions, I know Mr. Carter had some, our  
912 folks will be here afterwards. With that, I thank you very much for your participation and your  
913 decorum. I will close the hearing.

914

915

916

917

918

919

920

921

922

①

**Petition to oppose the construction of Triangle Parkway in proximity to  
a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME	ADDRESS
Gary Bivens	1305 LeClair St, Chapel Hill NC 27517
Trudi Tuinstra	4704 Oak Park Rd. Raleigh, NC 27612
Elizabeth Grovenstein	1109 Winterwind Pl Raleigh 27615
Robyn Mercer	109 Middlebury Ct Durham, 27713
Stuart Asdel	4425 Ryan Street Durham, NC 27704
Jamie Whitefeche	110 White Blom Cary, NC 27519
Tracy Delozick	518 NAVAHALA DR DURHAM, NC 27713
Shuley Marton	1512 VIRGIL RD DURHAM NC 27703
Shuan Marton	1512 VIRGIL RD DURHAM NC 27703
Rebecca Boyles	577 Highgrove Dr Chapel Hill NC 27516
DAN GILCHRIST	205 W MARKHAM AVE DURHAM NC 27701
Brighton Tucker	210 Caraweecham Cary NC 27519
Matthew Miller	8340 Tie Stone Way Raleigh NC 27613
Christine Lindquist	105 Smiths Knoll Ct. Cary NC 27513
Andrea Morgan Kelly	113 Parkcrest Dr Cary NC 27519
SANA JAVOLAINEN	106 BARBEE COURT, CARRBORO, NC 207570
SAMI SAUOLAINEN	106 BARBEE CT, CARRBORO, NC
KEN WILLIAMS	2705 Laurelale Ave Durham, NC 27705
Jenise Swall	111 Ashley Glen, Cary, NC 27513

2

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME

ADDRESS

Manuel Gonzalez	114 Plank Bridge Way, Morrisville, NC 27560
Nishads Rajapakse	109 old Savannah Dr, Morrisville, NC 27560
Zaida Figueroa	114 Plank Bridge Way Morrisville NC 27560
David Zlotchenko	1121 Woodlands Creek Way, Apex NC 27502
Suchanda Bhattacharya	8105 Last Oak Ct, Raleigh, NC 27613
Britton Dale	7119 Westford Woods, Raleigh NC 27613
Shannon Helms	4202 Pin Oak Dr, Durham, NC 27707
Prattika Molina	4202 Pin Oak Dr, Durham, NC 27707
Laura Bunker	407 B Smith Ave Chapel Hill, NC 27516
Daniel A'Garrin	14 Streamview Ct Durham, NC 27713
Michelle Brief	14 Streamview Ct Durham NC 27713
Brian Stitt	109 Trumbel Circle, Morrisville, NC 27560
Kim Beaver	615 Midway Ave Durham NC 27703
Abee Boules	2004 Bayleaf Dr Durham NC 27712
Eriza Pigage	9007 Grassington Way Raleigh NC 27612
May Ebrooke	1705 Gestala Dr Cary NC 27513
Candace Marles	2804 Beckett's Ridge Dr, Hillsborough, NC 27709
Wanda Staub	132 Factors Walk in Morrisville, NC 27560

15

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous Environmental Impact Statement (EIS) is performed.

NAME ADDRESS

65

- Miss Valentine 5702 Loyal Ave. Durham, NC 27713
- Erika Sasser 4403 Cumberland Dr. Durham NC 27705
- Kathy Canova 1717 Apt. K E. Cornwallis Rd. Durham, NC 27713
- Laura Phelps 1305 Kellain Chapel Hill NC 27517
- Yonana 4916 Cedar Glen Dr. Durham NC 27713
- Rina Jumper 220 James Madison Pl Hillsborough NC 27712
- Sarah Deuel 101 IC Kindletree Ct Cary NC 27513
- Jessie Miller 1200 Batchelor Road Apex NC 27523
- Hui Gong 207 Chippeaks Dr. Chapel Hill, NC 27514
- Yilin MA 600 S. Churton St. Apt 105 Hillsborough NC 27278
- Alke Gilliland 107 Welfs Tr, CH, NC 27516
- Mary Kinell 213 Dalton Drive, Raleigh, NC 27615
- Theresa Calver-Hall 129 Coley Farm Rd, Fuquay Varina 27526
- Erin Smith 35 Sharpstone Ln. Durham NC 27703
- Janet Cahi 2100 Langdon Rd, Raleigh NC 27604
- Ruth Whitefield 805 Kenmore Rd Chapel Hill NC 27514
- Bachel Probst 7213 Plumleaf Rd. Apt. 1026, Raleigh, NC 27613
- Rachel Collins 10351-205 Crestpark Terrace Raleigh, NC 27607

4

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME

ADDRESS

MATT MILLER	8340 TIESTONE WAY RALEIGH 27613
Kimberly Graper	1102 Hardscrabble Drive, Hillsborough, NC 27278
Charlotte Law	3805 Stone Throw Ln. Durham NC 27713
Michelle Bamford	803 Park Ridge Rd. Apt. A 7 Durham, NC 27713
Meredith Freshling	402 Pebblesstone Dr. Durham NC 27703
Amy Gulledege	12 Winding Creek Circle Apt K Durham NC 27705
Kendria Patel	816 Discovery Way Durham, NC 27703
Marsha Daniels	107 Abbott Lane Cary NC 27511
Jennifer Snyder	522 Kirby St Raleigh NC 27606
Peter Huckins	" " "
Anne Ria Vette	7 Skeleton Ct Hillsborough NC 27278
Ketan Patel	513 Broomfield Circle, Wake Forest, NC 27507
IVAN MORTON	1512 Virgil Road Durham NC 27703
Karen Adelman	304 Glade St. Chapel Hill NC 27516
Liping Li	124 Old Forest Creek Dr. Chapel Hill, 27514
Charlotte Lane	3205 Stone Throw Durham NC 27713
Kari Sargent	<del>1000</del> 833 Woodway Bluff Circle Cary, NC 27513
JAMIE WOODS	2301 PILOT MTN CT APEX NC 27502

13

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME

ADDRESS

Xibino YE	501 S Alston Ave. #300
Michelle G. Hotchkiss	1035 Dual Parks Rd Apex, NC 27502
Andrew K. Hotchkiss	1035 Dual Parks Rd, Apex, NC 27502
Shi Liu	1101 Overcliff Drive, Apex, NC 27502
Nicholas Plummer	4303 Sadie Scarlett Lane, Durham, NC 27705
CHRISTINE CHAZZI	1909 TIMBER OAKS DR RALEIGH NC 27604
Jamie Whitefield	110 White Bloom Cary, NC 27519
Suzie Dollar	114 Perth Place Durham, NC 27712
Ernest Dollar	114 Perth Place Durham, NC 27712
Amanda Peggard	2114 Winter Walk Cir, Morrisville, NC 27560
Jesus J	105-B STEWART LN, NC 27514
Tina Tsirikotis	6011 Goldenview Ct. Durham NC 27713
CHRIS GEYER	4703 HERITAGE DRIVE DURHAM NC 27712
XIAOZHEN CHANG	3201 Stonestrow Lane, Apt. 9, Durham, NC, 27713
Cynthia Kleberge	3624 Stonegate Dr. Chapel Hill, NC 27516
Kristy Jaberia	304 W. Kirkfield Dr. Cary, NC 27518
Wendy Nazgiewicz	108A Farmington Dr. Raleigh, NC 27605
Shweta Trivedi	348 Euphoria Cr, Cary, NC 27519

91

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME	ADDRESS
Teresa Elliott-Glenn	9 Ledgerrock Way Durham, NC
S. Taylor Altemulky	107 Harmsong Way, Apex, NC
Jason Langfahl	8821 Woodstone Dr, Raleigh, NC
Lourdes Suarez	7933 Mandrel Way, Raleigh, NC 27616
Irina Khodush	4908 St Clair Ct Raleigh NC 27616
Adriana Stokes	3518 Rauden Dr Durham NC 27713
Shannon Jordan	1474 Bunnum Way, Carrboro NC 27510
Evilyn Currie	1304 Seaton Rd #31 Durham, NC 27713
Luc Hamuy	2438 Kamego, NC, CH NC 27514
Ann Bjorn	2815 Summerwind Rd, CH NC 27516
Catherina Alford	3038 Fieldstone Ln, Mebane, NC 27302
CARRISSA DIXON	CARRISSA DIXON 3310 Redgate Dr., Durham, NC 27703
Maria Gomez	1516 Savannah Durham NC 27713
GARETH GREGG MAHANKE	5710 ARRINGTON PARK DR #603 MORRISVILLE, NC 27560.
Susan Gates	308 N. Second St, Mebane NC 27302
Shirley J. Rigins	1 Bentwood Pl. Durham, NC 27703
Gracia Gadsden	3502 Marshlane Way, Raleigh, NC 27618
Shelanda Haiti (Jm)	1402 Wyldewood Rd. Durham, NC 27704
Polly Armsby	303 Amberglow Pl Cary, NC 27513
Janet Archer	1405 North Hawick CH 27516

(11)

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME	ADDRESS
Jill Pelogian	2 Porters Glen Pl Durham NC 27713
Mini Balu	1809 CASTLEBURG Dr. APEX- 27523
Ian Gilmore	3419 Broomfield Terr Durham 27705
Elaine A. Gay	30034 Village Park Dr. Chapel Hill 27517
Alex Cowell	2438 Foxwood Dr. Chapel Hill 27514
Christie Ryan	5424 Hideaway Dr Chapel Hill, NC 27516
Mrs Lewis	P.O. Box 1922, Durham NC 27702
Allison Schorzman	211 Roebeling Lane Cary NC 27513
MIKE ALLEN	507 TALL OAKS DR. DURHAM, NC 27713
MICHAEL MINK	220 James Madison Pl, Hillsborough, NC 27278
Debbie Lemire	3 Loblolly Ct, Durham NC 27712
Chris Nott	101 Hedgecroft Ct, Cary NC 27519
Adrienne Green	6332 Ashley Ridge Dr, <sup>Rosemary</sup> NC 27610
Sheila Thomas-Ambrose	4421 Holly Mt-willed Rd, <sup>Holly Mt-willed</sup> NC 27258
Mison Rini	100 Saratoga Tr Chapel Hill NC 27516
Michael Rini	100 Saratoga Tr Chapel Hill NC 27516
Shirley Z	2016 Loundal Dr. Raleigh, NC 27613
Jeffrey Kim	1238 Links Dr. Montville NC 27560

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME	ADDRESS
Kathryn Woods	2301 Pilot Mountain Ct. APEX 27502
Ashley Murr	8905 Wellsley Way Raleigh NC 27613
Patricia Harding	2206 Woodrow Street Durham NC 27705
LORRAINE HORGAN	1009 GREEN ST, DURHAM, NC 27701
Wendy Oshiro	603 Harding St., Raleigh NC 27604
Marika Hoopes	5712 Basford Crest Lane, Ral NC 27606
Jaroni Martec	2529 MARLOW CREST DR. APEX, NC 27539
Joshua Higgin	1403 Grappenhall Dr Apex NC 27502
Karen Wesson	33 Chestnut Bluffs Ln, Durham NC 27713
Jennifer Adair	1249 Gatehouse Dr, Cary, NC 27511
Vicki Sandiford	142 Loblolly Lane, CH, NC 27516
Kris Chultra	117 Kingsley Woods, Durham NC 2770
Ginat Covo	600 Golden Horseshoe circle Morrisville NC
Shay Covo	600 Golden Horseshoe circle Morrisville NC
Jan Zerilla	109 Swallow Hill Ct. Cary NC 27513
Dan Zerilla	109 Swallow Hill Ct. Cary NC 27513
Yus	1600 Mayruth Dr. Apt 9 Durham, NC 27713
Chadman	1600 Mayruth Apt 9 Durham, NC 27713

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME	ADDRESS
Cherie Sapich-Pusczynski	5413 Monarch Birch Dr., Apex, NC 27539
Derek L. Hunter	801 E. Woodcroft Pkwy. #601 Durham, NC 27713
Joyce E. Hunter	801 E. Woodcroft Pkwy. #601 Durham, NC 27713
Joseph Lopez	213 Poplar St Raleigh, NC 27604
Kathryn Bailey	7 Brower Circle Durham, NC 27705
Susan Espusa	2705 Lawndale Ave Durham, NC 27705
Robert R. Rigor	305 Copperline Dr. #U, Chapel Hill, NC 27516
Cindy Reilly	9117 FAWN Hill Ct Raleigh NC 27617
TIM Reilly	9117 FAWN Hill Ct Raleigh NC 27617
Jason Mercer	109 Middlebury Ct Durham, NC 27713
Suroj Dhungana	112 Montclair Cir Durham, NC 27713
Jennifer Alexander	10901 Cokesbury Ln Raleigh NC 27614
Mette Schladweiler	137 Fountain Springs Rd. Holly Springs, NC 27540
Kerry A. Burch	2207 Chase St. Durham, NC 27707
Joseph W. Tart	100 Buckeye Lane, Chapel Hill, NC 27516
Zhiping Zhang	101 Stags Leap Ct, Cary, NC 27519
Janna M. O'Leary	8340 Tie Stone Way Raleigh NC 27613
Rebecca Maganelli	512 Compton Road, Raleigh, NC 27609

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME

ADDRESS

(83)

- KATHRYN PEELE 523 TOUCHSTONE DR, Durham, NC 27713
- Willa Fangle 1007 New Lane Rd Apex, NC 27502
- Daniel Morabelli 512 Compton Road, Raleigh, NC 27609
- Ginger Amiley 9457 Beech Valley Dr., Raleigh, NC 27617
- Jessie Ward 5221 SOMERSET Mill LN., Raleigh, NC 27616
- Angelica C. WARD 5221 SOMERSET Mill LN., RA, NC 27616
- Vince Puszyrski 5413 Monarch Birch Dr. Apex, NC 27539
- LYNN COWSER 122 POPLAR BRANCH LA., CARY, NC 27519
- Wayne Egson 8309 Ashwood Drive, Raleigh, NC, 27603
- Carolina Clancy 11933 straight 4-way Ln, Raleigh, NC 27613
- James Smedley 2478 Foxwood Drive chapel Hill NC 27514
- 6216 Della St., Durham, NC 27712
- Lindsay Smith 2003 Harriman Rd, Durham NC 27705
- Tor Gabrielson 710 PLYSIDE Dr. CARY, NC 27519
- Tanya Otte 1206 Patterson Grove Rd., Apex NC 27502
- Derek Murr 8905 Wellisley Way Raleigh NC 27613
- SCOTT AMERSACH 12228 BRETON LN RALEIGH, NC 27613
- Cathy Renee Sims 23 Indigo Creek Trail Durham NC 27712



NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME

ADDRESS

<u>Paul Allen</u>	<u>111 Antler Point Dr. Cary NC</u>
<u>Lakasia C. Register</u>	<u>607 Quartz Drive Durham NC 27703</u>
<u>Alison Scottock</u>	<u>410 Hickory Dr. Chapel Hill, NC 27517</u>
<u>John Petraska</u>	<u>2531 Falls Dr. Chapel Hill, NC 27514</u>
<u>Josh Boyles</u>	<u>577 Highgrove Dr Chapel Hill, NC 27516</u>
<u>Miwako Fukushima</u>	<u>839 Aaron Circle Durham NC 27713</u>
<u>Suzy Osborne</u>	<u>631 Tinkerbelle Rd Chapel Hill NC 27517</u>
<u>Jeff Reece</u>	<u>4 Summer Glen Ct. Durham, NC 27713</u>
<u>Charles Ramey</u>	<u>311 Carol St Carrboro NC 27510</u>
<u>Sung-Yong Hwang</u>	<u>435 Golden Harvest Loop, Cary, NC 27519</u>
<u>Charles Tucker</u>	<u>1451 NC Hwy 801 N., Advance NC 27006</u>



NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME	ADDRESS
Charrie Peterson	305 Asbury Ct., Durham NC 27703
Bernad Heneke	809 Huntsman Drive, Durham NC 27713
Jeff Ryan	5424 Hideaway Drive, CH NC 27516
Courtney Rasmussen	4500 Rockwood Dr Raleigh, NC 27612
Nora West / Nora West, NW	9000 Hemmingwood Ct. Raleigh, NC 27613
Marc Honyaux	5317 Alpine Dr, Raleigh, NC 27609
✓ Sarah S. S. S.	5 Cornstalk Ct. Durham NC 27703.
<del>Monica Carrazos</del>	123 Skipwith Circle Cary NC 27513
Monica Carrazos	151 Pennington Oak Circle Cary NC 27519
Joan F. Cassell	20 Streamview Ct. Durham NC 27713.
Karen Haneke	809 Huntsman Dr. Durham NC 27713
Alan Ve He	? Steepleton Ct. Hillsborough, NC 27278
Joan Hedge	6405 Olivula Terrace, Raleigh NC 27613
<del>Jean Kuss</del>	3624 Stonegate Dr, CHAPEL HILL NC 27516
Liliana Simón	112 Montclair Circle, Durham, NC 27713
Carrine Vails	305 Caraway Ln Cary NC 27519
Kevin Alexander	10901 Cokesburg Lane Raleigh NC 27614
Leah Goldsmith	805 DARBY' Glen Ln Durham NC 27710

NC Turnpike Authority: STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous Environmental Impact Statement (EIS) is performed.

NAME ADDRESS

- Kristina Filardo 7620 Prospector Place Raleigh, NC 27615
- JAMES HUFF 209 Longwood Dr Chapel Hill NC 27514
- Bill Reed 914 Northbrook Dr Raleigh, NC 27609
- Iran Nagstaff 304 Shoffner St Statesville, NC 27253
- Barbara Curtis 7005 Starcase Lane Fuquay Varina, NC 27526
- Yell Bough 750 Neill Sinclair Rd Reidsville, NC 28376
- Frank Johnson 203 Bonner Rd Cary, NC 27578
- Wanda S A 8 Guilford Pl. Durham 27713
- Wanda S A 1341 CLEARWATER LAKES RD, CH 27517
- Drew McMillen 3726 Mountain Brook Cir, Durham, NC 27704
- Debbie Wilson 6620 Battleground Dr Raleigh, NC 27613
- Jackie Stillwell 209 Longwood Dr Chapel Hill NC
- Stacy 868 Pinehurst Dr, Chapel Hill, NC
- Cindy Gannard 3217 Rose of Sharon Rd, Durham, NC 27712
- MAHAN W 30082 BRITT, CHAPEL HILL NC 27517

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

---

NAME	ADDRESS
Vicki Sandiford	142 Loblolly Lane, Chapel Hill, NC 27516
Susan Stone	112 Rock Spring Ct., Carrboro, NC 27510
Michael Stewart	9109 Stallcross Way Raleigh NC 27617
Beth Hasset Spive	204 Langston Mill Ct Cary NC 27518
Victoria Willis	120 Milpass Dr. Holly Springs, NC 27540
Scott Jenkins	105 Smith Krall Ct., Cary NC 27513
David McKee	3228 Sparger Rd, Durham NC 27705
Paconomy Bekay	401 Yorktown Dr. Chapel Hill, NC 27516
Hazy Vukobrat	106 Hebride Ct, Cary, NC 27513
Clara Manning	515 Vick Ave, Raleigh, NC 27612
Terri Holingsworth	12312 Inglehurst Dr., Raleigh NC 27613
Thomas Egan	4801 Pleasant Green Road, Durham 27705
John Strain	8 Lark Cir., Chapel Hill, NC 27517
John Code	1200 Argus Ct, Apex, NC 27502
Jerry Woelke	1826 Catalina St., Durham, N.C. 27713
William Johnson	311 S. Lorraine St, 25E, Durham, NC 27705
KIMBER SCARD	103 Lakeland Ct, Cary, NC 27518
Jim [unclear]	208 Sanderson Dr., Cary, NC 27513
Julie McClintock	614 Beech Tree Ct., Chapel Hill, NC 27514







NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME	ADDRESS
Ben Gith	118 Hemmingwood Dr. Durham NC 27713
Jonny Edwards	102 Hilltop Ave Durham, NC 27707
Michael-Rock Goldsmith	560 DARBY GLEN LN. DURHAM, NC 27713
Nancy M Hambley	2999 Alpine Rd, Durham, NC 27707
Deborah Carr	105 Robert Hunt Dr, Cary NC 27510
Suzanne Hage	5317 Alpine Drive Raleigh NC 27609

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to  
a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME	ADDRESS
Jeff Herring	205 Piperwood Drive, Cary NC 27518
Janra Swanson	1307 Bivins Street, Durham, NC 27707
Yvonne Alastino	100 cavaleigh Ct, Morrisville NC 27560
Cassie Wheeler	4116 GREYST DR, DURHAM, NC 27713
Joe Murray	2913 Meadowview Ct, Apex NC 27539
Mike Shell	1205 Weldon Place, Raleigh, NC 27608
Lisa Sutton	116 Settlers Mill Ln., Durham NC 27713
Gaer A. Rees	5406 Ventura DR, Durham, NC 27712
Juan Sautrago	101 Longstock Ct., Cary, NC 27513
Rose Porter	2555 Lochridge DR, Durham NC 27713
David Painter	3767 Cub Creek Road, Durham, NC 27704
Maria D. Sanders	3107 Moss Dale Ave., Durham, NC 27709
Pamela S. Long	3707 Summer Springs Drive, Franklinton, NC 27521
Jessica Montañez	800 Glen Falls Ln Apt 303 Durham, NC 27713
Dan de Roock	5309 Fairwinds Rd, Durham, NC 27712
Raj Rao	507 Lonebrook Drive Chapel Hill NC 27516
Jeffrey D. Herrick	109 Centar St Carrboro, NC 27510

Fax to Jennifer Harris.  
919 571-3015

page 22

NC Turnpike Authority:

STIP Project No. U-4763B

**Petition to oppose the construction of Triangle Parkway in proximity to a Childcare Center (FEELC)**

We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.

Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous **Environmental Impact Statement (EIS)** is performed.

NAME	ADDRESS
David G Cole	U.S.EPA (C-404-05) 109 T.W. Alexander Dr., RTP, NC 27711
Deborah M. Chuore	U.S.EPA (C404-07) 109 TW. Alexander Dr., RTP, NC 27711
Christina Adams	U.S.EPA (C404-05) 109 T.W. Alexander Dr., RTP, NC 27711
Gary Blair	U.S.EPA (C404-05) 109 TW Alexander Dr RTP NC 27711
John King	USEPA (C404-05) 109 TW Alexander Dr RTP NC 27711
Melvin Payne	USEPA (C404-05) 109 TW Alexander Dr RTP NC 27711
Patty J. Brames	USEPA (C404-07) 109 TW Alexander Dr RTP NC 27711
Rob. Wilkerson	USEPA (C411-9) 109 TW Alexander Dr. RTP NC 27711
Philip J. Dabon	USEPA (C404-07) 109 TW Alexander Dr. RTP, NC 27711
Brian S. H. Sr.	USEPA (C404-07) 109 TW Alexander Dr. RTP, NC 27711
Brian J. H.	USEPA (C404-07) 109 TW Alexander Dr. RTP, NC 27711

Return to Vickie Sandiford, C. 545L, by April 7





March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Manuel Gonzalez Address 114 Plank Bridge Way Phone 919-656-1216  
Morrisville, NC 27580

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Rebecca Boyles Address 517 Highgrove Dr Phone 919-960-5363  
Chapel Hill, NC  
27516

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Juan Morin Address 1512 VIRGIL RD Phone 293 1002  
DURHAM, NC 27703

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Shirley Moore Address 1512 VIRGIL RD Phone 293 1002  
DURHAM NC 27703

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Elizabeth Grovenstein Address 1109 Winterwind Rae Phone 844-4838  
Raleigh NC 27615  
Elizabeth Grovenstein

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Robyn Mercer Address 109 Middlebury Court Phone 919-484-0834  
Durham, NC 27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Jason Mercer Address 109 Middlebury Ct Phone (919) 484-0834  
Durham, NC 27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Ivodi Tuinstre Address 4704 Oak Park Rd. Phone (919) 881-8385  
Raleigh, NC  
27612

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.

Name

AK Gynn

Address

4909 Timber Creek S  
Raleigh, NC 27606

Phone

851-9259

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Jenifer Alexander address 10901 Cokesbury Ln Phone 919-846-3842  
Raleigh NC 27614

March 2008

**STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority**

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Siraj Dhungin & Address 112 Montclair Cir Phone 919-361-2572  
Durham, NC 27713

March 2008

**STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority**

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Lisa Chadwick Address 15 Brickstone Pl Phone (919) 477-6364  
Durham, NC  
27712

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Brian Chadwick Address 15 Brickstone A. Phone (919) 477-6304  
Durham, NC 27712

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Yilin MA Address 600 S. Churton St Phone 919-794-3239  
mayle Apt 105  
Hillsborough NC 27278

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name LI Address 600 S. Churton st Phone 919-794-3239  
Jiansheng LI Apt 105  
Hillsborough NC 27278

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name John Grovenstein Address 1109 Winterwind Dr Phone 919 844 4838  
Raleigh NC 27615

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Janet Cole Address 2100 Langdon Rd Phone 919-875-2168  
Raleigh, NC 27604

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Seymour Hunter Address 201 E. Wood St. Hwy 660 Phone (919) 768-1676  
Durham, NC 27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Arek L. Linder Address 201/2 Woodcroft Plenary #601 Phone (919) 768-1676  
Durham, NC 27413

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Alice Gilliland Address 107 Wolf's Tr Phone 919-541-0347  
CH, NC 27516

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Runkin Address 220 Somo Medz Dr Phone 919-732-3270  
Hillsdale NE  
27275

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care: Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Cherie Satby - Address 5413 Monarch Birch Dr. Phone 919-544-3805  
Poszynski Opex, NC 27539

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name John Yang Address 4916 Cedar Glen Dr. Durham, NC 27713 Phone 919-403-0968

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Wana Yang Address 4916 Cedar Glen Dr Phone 919-403-0968  
Durham, NC 27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Laura Phopt Address 1305 Uclain Phone 919 942-0867  
Chapel Hill NC  
27517

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Michelle Brief Address 14 Streamview Ct Phone 489-5130  
Durham NC  
27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Brian Stitt Address 109 Trumbell Circle Phone 919-371-9171  
Morrisville, NC 27560

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Laida Figueroa Address 114 Plank Bridge Way Phone 787-667-8442  
Morrisville NC 27560

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Ashley Murr Address 8905 Wellsley way Phone 656-7442  
Raleigh NC 27613

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Yong Yang Address 3410 SYBROOK LN Phone 724-4433  
DURHAM, NC 27703

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Kathryn Woods Address 2301 Pilot Mountain Ct. Phone 363-6871  
APEX NC 27502

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name [Signature] Address 2301 PINESTON CT Phone 363-6871  
APOX NC 27502

March 2008

**STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority**

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Chris Kelly Address 113 Parkcrest Dr. Phone (919) 367 7337  
Cary NC 27519

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Andra Morgan Kelly Address 113 Parkcrest Dr. Phone (919) 367-7337  
Cary NC 27519

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Leping Li Address 124 Old Forest Creek Dr, Phone 541-5768  
Chapel Hill, NC 27514

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name James Morrison Address 304 Glad St Phone 607-351-3615  
Chapel Hill, NC 27516

March 2008

**STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority**

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Karen Adelman Address 304 Glade St. Phone (607) 351-3614  
Chapel Hill, NC 27516

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Cindy Kelly Address 9117 FAWN HILL CT Phone 484 8886  
RANDOLPH NC 27817

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Anne Lea Vette Address 75 Stephen CT Phone 477-1214  
Anne Lea Vette Hillsborough NC 27278

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Subhashish Address 8105 Last Oak Ct. Phone 919 571 3292  
Bhattacharya Raleigh NC 27613

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Suchandra Address 8105 LAST OAK CT Phone 919 571 3293  
Bhattachajee Raleigh NC 27613

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Nishadi Rajapakse Address 109 Old Savannah Dr Phone 919-345-5413  
Mommsville, NC 27560

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Rebecca Morganelli Address 512 Compton Road Phone 919-786-4602  
Raleigh, NC 27609

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Joanna Miller Address 8340 Tre Stone Way Phone 919-792-0220  
Raleigh NC 27613

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Joseph Tart Address 100 Buckeye Lane Phone 919-967-4566  
Chapel Hill, NC 27576

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Zhiping Zhang Address 101 Stags Leap CT Phone 919-468-8940  
Cary, NC 27519

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Kerry Burch Address 2207 Chase St Phone 919-419-9519  
Durham, NC  
27707

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Mette Schladweiler Address 137 Fountain Springs Rd. Phone (919) 387-6437  
Holly Springs, NC 27540

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name ERNEST DOLLAR, Address 114 PERTH PLACE Phone 919-491-5398  
DURHAM, NC 27712

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Scott L. Z Address 2016 Loudon Dr Phone \_\_\_\_\_  
Raleigh NC 27613

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Sheri Thomas - Aubin Address 4004 Mt Weller Rd Phone 919  
Highway  
NC 27258 336 376 5381

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Em Jacy Address 101 Hedgewood Ct Phone \_\_\_\_\_  
Cary, NC 27519  
 \_\_\_\_\_

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Chris Nolte Address 101 Hedgewood Ct Phone 919-467-4955  
Cary, NC 27519

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Debbie Lamire Address 3 Loblolly Ct Phone 919-471-3963  
D. Remire Durham NC 27712

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Michael Mink Address 220 James Madison Pl Phone 919 732 3290  
Hillsborough NC 27278

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Christie Ryan Address 5424 Hideaway Dr Phone 919.933.2998  
Chapel Hill, NC  
27516

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Iris Lewis Address P.O. Box 1922 Phone 919-201-8694  
Durham, NC 27702

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Elaine A. Coay Address 30034 Village Park Dr Phone (919) 932-7698  
Chapel Hill NC  
27517

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Alex Cowell Address 2478 Foxwood Dr Phone 919 9621528  
Chapel Hill  
NC 27574

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Chandra Address 1000 Maynard Dr. Phone 919-660-5189  
Apt 9  
Durham, NC 27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Yuxia Cui Address 1600 Mayruth Dr. Apt 9 Phone 919-316-4619  
Durham, NC 27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Kvis Chialta Address 117 Kingsley Woods Phone 919-957-1666  
Durham NC 27703

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Jill Pelogian Address 2 Porters Glen Pl Phone 919-403-7615  
Durham NC 27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Jennifer Adair Address 1249 Grathouse Dr. Phone (919)469-1975  
Cary, NC 27511

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Eint Covo Address 600-G Golden Horseshoe Phone 219-662055  
12750 circle Morrisville NC  
27560

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name ANDY MORGAN Address 1009 GREEN ST. Phone (919) 220-6678  
DURHAM, NC 27701

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Maria Hoopes Address 5712 Bashford Crest Lane Phone 919 219-0691  
Dot NC 27606

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name LORRAINE MORAN Address 1009 GREEN ST. Phone (919) 220-6678  
DURHAM, NC 27701

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Krishna Filardo Address 7620 Prosperity Pl Phone 845-5413  
Raleigh, NC 27615

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Jennifer Collins Address 1657 Laurel Park Pl Phone 919-696-3621  
gbcollis Cary, NC 27511

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Narayanan Balu address 1809 Castleburg Dr Phone 919-290-2903  
Apex, NC-27523  
  
03/24/08

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name MINI BALU Address 1809 CASTLEBURG DR Phone 919-290-2903

APEX, NC- 27523

Mini  
03/24/08

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants; particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Kimberly Jaroma Address 306 W. Kirkfield Dr. Phone 919.854.0455  
Cary, NC 27518

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Tony Click Address 306 W. Kirkfield Dr. Phone 919.854.0955  
Cary, NC 27518

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Derek Schwarzman Address 211 Roebly Ln Phone 919-379-1572  
Cary, NC 27513

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Allison Schorzman Address 211 Roebeling Lane Cary, NC 27513 Phone (919) 379-1572

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Michael Dume Address 100 Saratoga Tr Phone 919-969-9685  
Chapel Hill NC  
27516

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Alison Duin Address 100 Saratoga Tr Phone 919-969-9685  
Chapel Hill NC  
27516

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name CHRIS GEYER Address 4703 HERITAGE DRIVE Phone 919.672.9530  
DURHAM NC 27712

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Cathy Geyer Address 4703 HERITAGE DR Phone 919.672.9934  
DUHAM, NC 27712

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Ambera Perso Address 2114 Winter Walk Cir Phone 919-541-9781  
Morrisville, NC 27560

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name CA Copozzi Address 4909 Timber Oaks Dr Phone 919/851-9259  
CA Copozzi Raleigh NC 27606

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Shi Liu Address 1101 Overcliff Lane Phone 919-362-9743  
Apex, NC 27502

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Andrew K. Hatchkiss Address 1035 Dual Parks Rd. Phone 919-362-9365  
Andrew K. Hatchkiss → Apex, NC ~~27502~~ 27502

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Michelle G. Hitchkins Address 1035 Dual Parks Rd. Phone 919-362-9365

Michelle G. Hitchkins  
Apex, NC 27502

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Xibia J. E Address 501 S Alston Ave. #304 Phone 919-316-4578

---



---

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Sampin Ki Address 1238 Lantz Dr. Phone 919-951-520  
Morrisville NC 27560

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Suzie Dollar Address 114 Perth Place Phone 919-491-5393  
Durham, NC 27712

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Heather Rodgers Address 305 Abbey Ln. Phone 919-600-8748  
Cary, NC 27511

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Lisa Nazyjewicz Address 108A Farmington Dr. Phone 919-538-2669  
Raleigh, NC 27615

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name J. A. Hall Address 129 Coley Farm Rd Phone 552-7326  
JAMES A HALL Fuquay Varina NC 27526

March 2008

STIP Project No. U-4763B; Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Cathy  
Pamela-Sue Address 23 Indigo Creek Trail Phone 919-383-9749  
Durham, NC 27712

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Jan Barnes Address 5011 Linden Oak Ave Phone 919-484-7798  
Durham, NC 27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Maple 18 Address 4204 DREW HILL Phone 919-2599214  
Shatz LN, CHAPEL HILL  
27514 NC

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Igor SHATS Address 4204 DREW HILL LN, CHAPEL HILL 27514, NC Phone 919-4507845

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name LINA SCHLADWILCZAK address 137 FOUNTAIN SPRINGS RD Phone 919-387-6437  
HOLLY SPRINGS NC 27560



March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Jing Zhang Address 1101 Overcliff Drive Phone (919) 362-9743  
Apex, NC 27502

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Alex Marzec Address 2529 Maxton Crest Dr Phone 919-772-6017  
Apex, NC 27539

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name JACOB MARTEC Address 2529 MAXTON CREST DR. Phone 919-772-6017  
APLEX, NC. 27539

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Karen H Wesson Address 33 Chestnut Bluffs Ln Phone 919 490 1911  
Durham NC 27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further; an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Shay Covo Address 6006 Golden Horse Shoe ctr Phone \_\_\_\_\_  
Morrisville NC  
27560

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Joshua Higgin Address 1403 Grappenhall Dr Phone 919 303 9876  
Apex NC 27502

March 2008

**STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority**

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Michelle Higgs Address 1403 Grappenhall Dr Phone 919-303-9876  
Apt. NC 27502

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name C PLANCY Address 2478 Foxwood Dr Phone 919 9421328.  
Chapel Hill  
NC 27574

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name [Signature] Address 11933 STRAIGHTWAY Phone 919 345-4661  
Raleigh NC 27603

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Marcus K Olsen Address 11933 Straightaway Ln Phone 919 346-4931  
Raleigh NC 27613

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception:**

Name Shweta Trivedi Address 348 Euphoria Cir Phone 919 605 1716  
Cary NC 27519

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name John Collins Address 21657 LAUREL PARK Phone 919-696-3683  
CARY NC 27511

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Daniel Bilal Address 1705 Castalia Dr Phone 919 468 9761  
Cary, NC 27513

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Ann P. Angelo Address 6216 Dello St Phone 919-294-0177  
Durham, NC 27712

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Melissa Payne Address 1254 Edmuth Court Phone 541.3609  
Chapel Hill, NC

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Christian Feller Address 1254 Fulmouth Ct Phone 541.4003  
Chapel Hill, NC 27517

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name KETAN D. PATEL Address 513 BURNBER CIRCLE Phone (919) 556-0908  
Ketan D Patel WAKE FOREST, NC 27587

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Anuradha Rao-Patel, MD Address 513 Brunner Cude Phone 919-556-0908  
Wake Forest, NC  
27587

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Richard Lemire Address 3 LOBLOLLY COURT Phone 919-471-3963  
RICHARD LEMIRE DURHAM, NC 27712

March 2008

**STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority**

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Carol Allen Address 507 Tall Oaks Dr. Phone 919-484-3118  
Durham, NC 27713

March 2008

STIP Project No. U-4763B: Public Input Comments to NC Turnpike Authority

**Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health**

I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.

My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30am- 5.30pm.

**Child Health Concern**

My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.

Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.

**Triangle Parkway Environmental Assessment (EA)**

In addressing our concerns, the published EA is unacceptable because:

- The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.
- In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.
- It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.
- Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.

It is of great concern why an *Environmental Impact Statement* (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).

**I protest in the strongest possible terms that the best interests of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS). A child's health must be a priority when planning a roadway and the Triangle Parkway is no exception.**

Name Heidi Staub Address 132 Factors Wadkin Phone (919) 380-1819  
ASE Morrisville, NC 27560

**MEMORANDUM**

---

**TO:** Project File and Meeting Attendees

**FROM:** Colista Freeman, Mulkey Engineers & Consultants

**DATE:** April 25, 2008

**SUBJECT:** Post Hearing Meeting  
Triangle Parkway (STIP No.U-4763B)

A Post Hearing meeting was held on Friday, April 11, 2008 at 2:00 p.m. for the Triangle Parkway project. This meeting was held in the North Carolina Turnpike Authority (NCTA) Board Room. The purpose of the meeting was to review comments received as a result of the Combined Corridor/Design Public Hearing and group meetings held with Environmental Protection Agency (EPA), National Institute of Environmental Health Sciences (NIEHS), and Cisco. Meeting attendees were provided with a summary of comments received. A copy of the public hearing map was displayed.

The following people participated in the meeting:

Jennifer Harris	NCTA
Shannon Sweitzer	NCTA
George Hoops	FHWA
Tony Houser	NCDOT – Roadway Design
Dewayne Sykes	NCDOT – Roadway Design
Wally Bowman	NCDOT – Division 5
Joey Hopkins	NCDOT – Division 5
Tim McFadden	NCDOT – Alternative Delivery
Rodgett Rochelle	NCDOT – Alternative Delivery
Benjetta Johnson	NCDOT – Congestion Management
Missy Dickens	NCDOT – Project Development & Environmental Analysis Branch
Mike Stanley	NCDOT – Program Development
Tim Gauss	Town of Morrisville
Michelle Hane	Town of Morrisville
Ed Johnson	Capital Area Metropolitan Planning Organization (CAMPO)
Adin McCann	HNTB NCTA GEC
Nathan Phillips	HNTB NCTA GEC
Tracy Roberts	HNTB NCTA GEC
Chip Hawke	Carolina Land Acquisitions
Johnny Banks	Mulkey Engineers & Consultants
Jay Bissett	Mulkey Engineers & Consultants – Presenter
Michelle Fishburne	Mulkey Engineers & Consultants
Colista Freeman	Mulkey Engineers & Consultants
Carl Goode	Mulkey Engineers & Consultants – Contract employee

Jennifer Harris welcomed everyone and began the meeting with introductions of meeting attendees. Jay Bissett then proceeded with discussion of the comments received. The comments and associated discussions are summarized by topic below. Major decision points and action items determined at the

meeting are in **bold**.

**FIRST ENVIRONMENTS EARLY LEARNING CENTER (FEELC)**

In relation to the approximate 14 people who commented and the 318 people who signed a petition regarding FEELC, a majority of the comments expressed concern about noise and air quality impacts, as well as the proximity of the proposed road to the daycare. In addition, there were requests that NCTA prepare an Environmental Impact Statement (EIS) for the project.

***Discussion/Response:*** George Hoops stated that the air quality analysis conducted for the project followed the 2006 FHWA interim guidance on Mobile Source Air Toxics (MSAT). FHWA coordinated with EPA in the development of this interim MSAT guidance. Mr. Bissett stated that a Design Noise Report has been completed for the project, which indicates that the noise wall adjacent to the FEELC is reasonable and feasible. A noise wall ballot will be sent to EPA (property owner) in order for them to indicate whether they desire the noise wall or not.

Mr. Bissett stated that shifting the road alignment farther from FEELC (approximately 500 meters to the east of the daycare, as suggested in some of the comments received) would result in increased stream and wetland impacts, as well as substantially increased right of way needed. Some of these impacts would include floodplains, Sigma Xi property, Highwoods' Campus parking areas, and the Davis Park development.

NCTA and FHWA stated that the noise and air quality analyses conducted and conclusions reached in the Environmental Assessment (EA) would not have been different had an EIS been conducted for the project. Also, FHWA confirmed that an EA is still appropriate for the project.

**The alignment will remain as shown at the Public Hearing in the area of FEELC.**

**NCTA commits to retain as much of the existing vegetation and tree canopy as possible between the road and the federal property.**

**NCTA will strengthen the project commitment regarding the noise wall.**

**There will be no construction staging adjacent to FEELC.**

**The above commitments will be included in the Design/Build Request for Proposals (RFP), which is the contract with the Design/Build team.**

**NC 147 SPUR**

Approximately 26 people commented on the closure of the NC 147 spur to T.W. Alexander Drive. Most of the comments expressed opposition to the closure, and there were numerous requests for NCTA to consider alternative interchange designs that allow the spur to remain open. Many of the comments also expressed concern that other nearby roads and intersections will become more congested if the spur is closed. EPA (property owner) requested that the abandoned spur be turned over promptly for future federal government access to the Burdens Creek Air Quality Research site.

***Discussion/Response:*** The NC 147 spur was constructed by NCDOT approximately 21 years ago as a temporary connector. NCTA has considered other options to provide direct access to and from T.W. Alexander Drive. A trumpet-type interchange would allow the access, but would need to be located farther south of the existing interchange, requiring lands owned by the federal government (which has indicated it is not a willing seller), impacting two major federal facilities, and involving substantial stream and wetland impacts. In addition, the National Computing Center would be in close proximity to the interchange, which could result in Homeland Security issues. **NCDOT and FHWA agreed there are no**

**viable interchange options that would allow the spur to remain open.**

NCTA indicated that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is currently discussing with NCDOT the possibility of raising the priority of T.W. Alexander Drive widening south of I-40.

**NCTA needs input from EPA regarding the specifics of the access needs for the research site.** The NC 147 spur is a four-lane divided roadway. **NCDOT would prefer to remove as much of the existing pavement as possible. As noted on the Public Hearing Map, the signal at T.W. Alexander Drive will be removed.**

#### **PROJECT OPPOSITION**

Approximately 14 citizens expressed specific opposition to the project. Of those, approximately 12 stated that mass transportation, multi-modal options, and/or High Occupancy Vehicle (HOV) lanes on area freeways should be considered. There were also concerns that construction of Triangle Parkway will discourage mass transportation consideration in the future.

**Discussion/Response:** NCTA coordinated the project with local municipalities, who have incorporated mass transportation options into their Long Range Transportation Plans. The Triangle Parkway is part of the overall Long Range Transportation Plans for both Durham and Wake counties as are the other options discussed in the public comments. Triangle Parkway will not preclude future consideration of mass transportation, multi-modal options, or HOV lanes in the area.

#### **KIT CREEK ROAD CONNECTOR**

Of the 13 citizens who commented on the Kit Creek Road Connector, approximately half expressed opposition to the connector, while the rest expressed support. Those opposing are concerned about safety and the volume of traffic anticipated through the Kitts Creek subdivision. Those supporting cited improved access to Davis Drive and NC 540 as reasons. A number of Kitts Creek community residents asked about the implications of the closure of two rail crossings in Morrisville: Barbee Road and NC 54/Church Street. Several residents were concerned about the impacts of the project on their homes and properties. There was a suggestion that the connector be built for pedestrian use only.

**Discussion/Response:** The Town of Morrisville is in the process of completing a study that considers the traffic and emergency services implications of closing the Barbee Road (Town closure) and NC 54/Church Street (NCDOT closure) railroad crossings. The Town anticipates that both railroad crossings will be closed within two years, although the NC 54/Church Street crossing will remain a right-in/right-out only crossing until the Hopson Road grade separation over the railroad is completed.

NCTA needs an official statement from the Town indicating whether they support or oppose construction of the Kit Creek Road Connector, because NCDOT previously committed to provide the connector. **Based on the current information available and public comments, the connector will remain a part of the project unless the Town requests it be removed.**

If the connector remains a part of the project, NCTA, the Town, and NCDOT will investigate ways to minimize impacts to homes and properties, including potentially reducing the design speed of the connector, which would allow a tighter road curvature and minimize impacts to properties. The current design speed of the connector is 40 miles per hour (mph). Because it would not require design exceptions, a 35-mph design speed might be feasible for the connector. The Town will coordinate with NCTA and NCDOT regarding possible methods to minimize impacts to homes and properties if the connector is built. Ed Johnson asked if a roundabout at one of the intersections on the connector would help slow traffic and reduce impacts resulting from grade changes. **NCDOT will determine if a roundabout would be beneficial on the connector.**

NCDOT and the Town indicated that they have an agreement that if the connector is built, it will accommodate cars, not just pedestrians. NCTA stated that the Kit Creek Road bridge will be designed to accommodate the following: appropriate vertical clearance under the bridge if it is expanded to four travel lanes in the future, sidewalk on the south side, and bike lanes. However, only two travel lanes will be provided initially with accommodations for sidewalks on the south side of the bridge. Sidewalks will not be installed unless an agreement is executed between NCTA and the Town of Morrisville with appropriate cost-sharing details. **The Town is also going to further investigate if they desire the bridge to accommodate more than two lanes in the future.**

#### **AIR QUALITY ANALYSIS CONCERNS**

Approximately six individuals expressed concern about the air quality modeling and analysis conducted for the project.

**Discussion/Response:** The air quality analysis followed the guidance established by FHWA and appropriate modeling techniques were used. Discussions between the NCTA and FHWA are on-going regarding responses to the air quality analysis comments received. However, it is not anticipated that additional air quality analysis will be performed.

#### **CONSTRUCTION CONCERNS**

Four people expressed concerns related to impacts during project construction, including air quality, noise, blasting, equipment staging, the Significant Natural Heritage Area site and loss of vegetation.

**Discussion/Response:** The construction contract will include special project provisions to address blasting near the following facilities: JDL, EISAI, FEELC, and the EPA Computing Center. Rodger Rochelle indicated that the contractor will be required to meet minimum standards related to air quality, noise, equipment staging, and clearing and grubbing, which will be included in the Request for Proposals (RFP) and contract. However, the contractor may surpass those standards.

NCTA is following the NCDOT policy that non-protected species are not required to be relocated prior to construction. However, if individuals would like to relocate plants that would be removed by the project, they may contact NCTA. **These individuals would be given a specific window of opportunity to relocate the plants, most likely between right of way flag installation and the start of construction.**

#### **BICYCLE AND PEDESTRIAN CONCERNS**

There were a number of comments received regarding the inclusion of bicycle and pedestrian facilities (i.e. bike lanes, sidewalks, and multi-use paths) along various roads within the project area. Two of the comments requested that full pedestrian and bicycle connectivity be maintained along the temporary NC 54 bridge.

**Discussion/Response:** In accordance with NCDOT policy, NCTA will replace all existing bicycle and pedestrian facilities impacted by construction. Cost-sharing with municipalities is an option for installation of new sidewalk facilities. The Town of Morrisville indicated that they will coordinate with NCTA and NCDOT regarding sidewalks and bicycle accommodations. The construction contract will include enough width on the Kit Creek Road bridge to accommodate future sidewalk and rails on the south side. Sidewalk will be provided on the north side of both the Davis Drive and Hopson Road bridges. Sidewalk will be provided on both sides of the NC 54 bridge. To accommodate bicycles, 14-foot outside lanes will be provided on NC 54, Davis Drive, and Hopson Road, and four-foot paved shoulders will be provided on Kit Creek Road. Bicycle and pedestrian facilities will not be provided on Triangle Parkway, since it is designed as a high-speed, controlled-access facility.

The contractor will be required to accommodate bicyclists and pedestrians safely during construction, including along the temporary NC 54 bridge. The contractor will also be required to consider the impact on bicyclists and pedestrians if a road or access is temporarily closed during construction.

#### **MISCELLANEOUS COMMENTS AND CONCERNS**

**Comments:** Biogen requested that NCTA revise the project design to allow for expansion according to their long-range growth plan. The design currently impacts the Biogen property, and because of open-space requirements at RTP, Biogen would not be able to expand their operations in the future as shown in their long-range plan. EISAI has also expressed concern about expansion limitations due to the project.

**Discussion/Response:** NCTA and Design/Build Teams will look at options to reduce right of way impacts to Biogen and EISAI.

**Comment:** EPA (property owner) has asked that NCTA coordinate NCDOT to schedule an evaluation of the Hopson Road access upon EPA/NIEHS request or within the first year of Triangle Parkway operation to determine if signalization is warranted.

**Discussion/Response:** NCTA and NCDOT recommend allowing the traffic patterns to stabilize, which typically takes three to six months. Then EPA/NIEHS need to request the initial intersection evaluation. NCDOT typically does not evaluate an intersection more frequently than once per year, unless there is a major change (e.g. new development) in the area. In addition, intersections are usually not evaluated during the summer, due to changes in normal driving habits.

**Comment:** There was a request to adjust the control of access line to allow a break at the Davis Park driveway along Hopson Road.

**Discussion/Response:** No revisions will be made at this time and the potential break in the control of access will be considered during right of way acquisition.

**Comment:** EPA (property owner) requested that NCTA consider a narrower median.

**Discussion/Response:** Triangle Parkway will be constructed to accommodate eight lanes in the future; therefore, the median cannot be narrowed.

**Comment:** EPA requested that NCTA incorporate an overpass and boundary fencing to funnel wildlife to a specific crossing location.

**Discussion/Response:** NCTA coordinated closely with resource agencies, including NC Wildlife Resources Commission (WRC), during project development, and a dedicated wildlife crossing is not included in the project. However, the bridge over Burdens Creek will be of sufficient length for wildlife use.

**Comment:** One person suggested that the southbound ramp from Davis Drive be continued as an auxiliary lane to NC 540.

**Discussion/Response:** NCTA noted that the auxiliary lane is not warranted for this project. However, this lane could be beneficial as part of the U-4763A project.

**Comment:** A person asked if ramp metering would be included in the project.

**Discussion/Response:** NCTA indicated that ramp metering is not warranted for Triangle Parkway, but it may be considered in the future if congestion becomes an issue.

### **DAVIS DRIVE SPUR/KIT CREEK ROAD ACCESS CONCERNS**

There were numerous requests for NCTA to either leave the existing Davis Drive spur or consider other options to allow direct access to Kit Creek Road near NC 540. Cisco and the Regional Transportation Alliance (RTA) provided NCTA with several design suggestions to allow increased access from Triangle Parkway to Davis Drive and Hopson Road.

***Discussion/Response:*** The Davis Drive spur was opened in July 2007 as a temporary access. **Because leaving it open would result in weaving and merging safety issues at the Triangle Parkway/NC 540 interchange, NCTA, NCDOT, and FHWA agreed that the original plan to close the spur is still required.**

Each of the five Cisco/RTA alternative design suggestions were distributed to meeting attendees. It was noted that one of the designs, which includes an interchange at a relocated Kit Creek Road and a Single Point Urban Interchange (SPUI) at Hopson Road, would result in substantial business and residential acquisitions and would be located too close to the Triangle Parkway/NC 540 interchange. NCTA, NCDOT, FHWA, and CAMPO agreed that they do not support this particular option since the interchange on Kit Creek Road would put more traffic through the Kitts Creek Subdivision, it is not consistent with the Long Range Transportation Plans, and it would further complicate the intersection. The other design alternatives Cisco and RTA proposed fit within the existing footprint of the NCTA Preferred Alternative. **NCTA, NCDOT, FHWA, and CAMPO agreed that they will not pursue any of those alternative designs as the Preferred Alternative, but the options will be provided to the Design/Build teams for consideration. The final interchange configuration will be required to meet a certain level of traffic operations for NCTA, NCDOT, and FHWA approval.**

There was also discussion regarding the Davis Drive/Kit Creek Road intersection. Improvements to this intersection are included under NCDOT project U-4026, and designs assume that the Davis Drive spur is still in place. NCTA and NCDOT have determined that removal of the Davis Drive spur is an opportunity to reduce the construction scope of U-4026. NCTA has been coordinating with NCDOT Division 5, and Shannon Sweitzer asked at the meeting if NCDOT would re-evaluate the amount of pavement needed (i.e. laneage) at this intersection.

### **EA COMMENTS**

There were two comments stating that more information and analysis related to the relocation of transmission lines and electrical service was needed in the EA. Another comment stated that the impacts of the project on Davis Park residential units, including noise abatement measures, were not addressed in the EA.

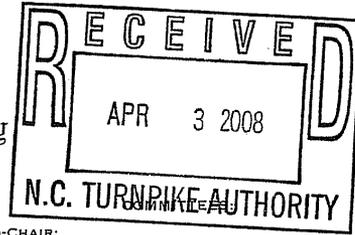
***Discussion/Response:*** NCTA stated that no definitive decisions have been made regarding relocation of utilities. Impacts will depend on the final design.

In regards to noise impacts on Davis Park residential units, NCTA stated that if any additional building permits near the project are issued before the Date of Public Knowledge, a noise evaluation will be conducted to determine if noise mitigation is warranted.

The meeting concluded at approximately 4:45 p.m.



North Carolina General Assembly  
Senate



SENATOR KINNAIRD  
23RD DISTRICT

OFFICE ADDRESS: 2115 LEGISLATIVE BUILDING  
16 W. JONES STREET  
RALEIGH, NC 27601-2808  
(919) 733-5804  
(919) 754-3268 FAX

EMAIL: elliek@ncleg.net

DISTRICT: 207 WEST POPLAR AVENUE  
CARRBORO, NC 27510

PHONE: (919) 929-1607

March 25, 2008

CO-CHAIR:  
APPROPRIATIONS ON JUSTICE AND PUBLIC SAFETY  
MENTAL HEALTH AND YOUTH SERVICES  
VICE CHAIR:  
AGRICULTURE/ENVIRONMENT/NATURAL  
RESOURCES  
MEMBER:  
APPROPRIATIONS/BASE BUDGET  
FINANCE  
HEALTH CARE  
JUDICIARY I  
RULES AND OPERATIONS OF THE SENATE

David W. Joyner, Executive Director  
NC Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578

Dear Mr. Joyner:

1 [ ] I have received several letters from my constituents regarding the impact of the Triangle  
2 [ ] Parkway on the First Environments Early Learning Center. Highway construction creates  
3 [ ] a great deal of noise and air pollution. The pollution and its effect on children is particularly alarming due to the close proximity of the Parkway (350 ft.). I am concerned that the Environmental Assessment is of insufficient depth to reveal the hazards to the school, and that an Environmental Impact Statement is required. The E.A. is vague concerning a recommendation for a barrier to mitigate the highway noise. Also, the EA considers only the regional effects of air toxicants while citing a Lancet article (Gauderman WJ et al The Lancet, 2007) that strongly recommends the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional air impacts. The health and welfare of our children must be based on the most comprehensive information available.

I appreciate your consideration and hope that you will expand your research.

Sincerely,

Ellie Kinnaird





STATE OF NORTH CAROLINA  
TURNPIKE AUTHORITY

MICHAEL F. EASLEY  
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER  
EXECUTIVE DIRECTOR

April 10, 2008

The Honorable Ellie Kinnaird  
2115 Legislative Building  
Raleigh, North Carolina 27601-2808

Dear Senator Kinnaird:

Thank you for sharing your constituents' concerns regarding Triangle Parkway. North Carolina Turnpike Authority (NCTA) representatives have been working with environmental resource and regulatory agencies as well as public and private property owners within the Research Triangle Park (RTP) throughout the development of this project. The coordination with RTP property owners has included numerous meetings with US Environmental Protection Agency (EPA) management and employees who work and have children at the First Environments Early Learning Center (FEELC) on the EPA Campus. This coordination has provided information to influence the project design at many locations to avoid, minimize, and mitigate impacts to both the natural and human environment. Also, please know that all project studies were prepared at the level of detail needed to assess impacts in accordance with federal, state, and local policies, guidelines, and procedures.

We are currently reviewing all the comments we received on the Environmental Assessment and at the public hearing. Please know that responses to all comments received will be included with a response in the final NEPA document.

Thank you again for sharing these comments and concerns. The NCTA is committed to continuing coordination with adjacent property owners, including representatives from EPA and FEELC, regarding this very important project.

If you have further questions or concerns or would like additional information, please contact Jennifer Harris, P.E., (919) 571-3004 or [triangleparkway@ncturnpike.org](mailto:triangleparkway@ncturnpike.org).

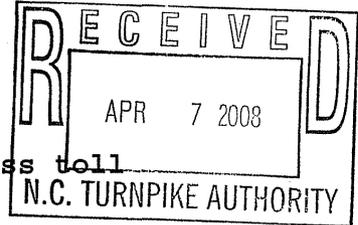
Sincerely,

A handwritten signature in black ink, appearing to read "David W. Joyner".

David W. Joyner

cc: Steve DeWitt, P.E., NCTA Chief Engineer  
Jennifer Harris, P.E., NCTA Staff Engineer  
Reid Simons, NCTA Director of Government and Public Affairs  
Jay Bissett, P.E., Mulkey Engineers and Consultants  
Adin McCann, P.E., HNTB Corporation

NORTH CAROLINA TURNPIKE AUTHORITY  
TELEPHONE: 919-571-3000 FAX: 919-571-3015



**Comments on Proposal to build closed access toll road from I-40 to 540.**

In Follow-up reference to:

NCTA "Triangle Parkway From NC 540 to I-40" WBS Number 39942.1.TA1, STIP PROJECT U-4763B

"North Carolina Turnpike Authority Annual Report", January 23, 2008

1 [ Athenix Corp. strongly objects to the plan to 'move forward with the pending decision to build' the "Triangle Parkway" (tollway). The rationale is seriously flawed and the project has a significantly negative impact on many current (and future) RTP employees.

Most of our employees' daily commute use free access to I-40 and the Durham Freeway (147; from both directions - ie, Chapel Hill and Raleigh) to get to work each day on the existing, already paid for, 147 South exit off Alexander Dr. Your proposed closure of this connector presents several problems for us:

2 [ 1. It diverts all of us and all the Durham-Raleigh-Chapel Hill residents currently commuting (apprx 20K-30K commuters to RTP to this section of the Park), on a longer trip.

2 [ Instead of giving us "improved commuter mobility," it will (in time and dollars) disconnect us from our work and home. We must also mention how tedious it will be to re-direct vendors, suppliers, delivery vehicles and visitors coming from RDU to our businesses along T W Alexander Drive that currently connect easily with this exchange exit.

3 [ Not only is this a longer commute in terms of mileage and time, but this is also adding to one's already increasing cost of fuel, not to mention drive and idle time with regards to pollution. The alternative exits that are expected to divert these 20K-30K vehicles, are already clogged arteries (ie, NC 55, NC 54, Alexander Dr, Davis Dr, Miami Blvd, Hopson Rd) and not built to handle the extra exiting traffic from I-40. There is no plan to widen these roads. A traffic chaos similar to the current 540 merge from Raleigh (near RDU exit) onto 40 West will be the result. When 540 was expanded beyond this point, the existing exit was

3 [ not properly revamped to handle the volume exiting onto the major 'free' interstate of I-40.

4 [ 2. By baiting-and-switching the project for Durham and South Wake from a free way to a tollway, it will encourage traffic to flood local streets - creating congestion. Toll roads are not accessible roads. The project does not meet its stated goals.

4 [ The legislature specifically excluded placing a toll road on an existing roadway alignment. If this highway is built and the spur to Alexander Drive is removed, these so-called "improvements" will make commuting routes longer and more expensive - a clear violation of the spirit of the law.

5 [ The case for toll roads is made based on the need to keep up with growth rates. This project, with tolls, is expected to be completed by 2010. Yet your own flyer states that congestion does not happen until 2030! What is the rush? There is time to think, to re-evaluate and to plan sensibly.

5 [ We urge you to tackle the issue of the Triangle Parkway with more comprehensive thought:

- \* No tollway where a freeway for all was envisioned.
- \* No elimination of the existing access to/from I-40.
- \* Maintain free access to I-40 via both the existing Alexander spur and by eliminating the toll between Hopson and 147.

6 [ 3. We also must comment on the fact that the NCTA (NC Turnpike Authority) and the NCDOT (NC Dept of Transportation), have only completed an EA (Environmental Assessment) instead of a full EIS (Environmental Impact Study). There are too many open issues of environmental impact for this not to be done. Climate change and energy efficiency are serious issues. This highway will increase carbon emissions (both with the tollway and the increased congestion of diverting current traffic to other alternate longer routes). Now is the time to seriously consider solutions that include Public Transportation, instead of taking a last-century, single-minded approach of building bigger, wider, longer highways. Even HOV lanes on existing roads (as mentioned in studies referenced in the EA), or adding an additional lane to some existing roads is a better alternative than the plan for the new tollway.

7 [ 4. There is no reason, nor urgent need to make the Tollway a priority at this time. It needs to be noted that the "Triangle Parkway" has not been a priority for a long time. It was not until May 2004 that CAMP and DCHC MPOs amended their long range transportation plans to designate Triangle Parkway as a tolled-facility. This was after the Turnpike Authority offered the "free" roads at no cost to them.

8 [ 5. This project creates social injustice. This project will restrict access to publicly funded facilities based on one's ability to pay.

2

(8  
cont)

Providing a benefit to only those who can afford a toll road raises social justice issues. Electronic tolling generally requires a credit card to set up an account. Many employees in the RTP community do not have access to credit cards. Without a cash option, many folks would not be able to use the facility at all, even if unusual circumstances required them to do so.

There are many low socioeconomic level workers that service companies in RTP. Most would likely choose alternate routes to avoid paying.

In summary:

This project is neither environmentally nor financially sustainable.

9 The tolls will not cover all costs of building and operating the facility. The NC Highway Authority's own studies show that the Triangle Parkway will lose as much as 1 Billion dollars over the next 40 years with the hope that the NC Legislature will fund the shortfall. The State legislature should address the Triangle's pressing transit needs, not fund a toll road with insufficient funds.

One of the two stated purposes in the Environmental Assessment (EA) is to "improve commuter mobility, accessibility, and connectivity to RTP employment center." For our transportation system to sustain future growth we must use road space and transit facilities more efficiently and become less car dependent. Forty commuters by bus require much less road space than 40 commuters by car. The one billion dollar shortfall over the next 40 years could better be spent on personal mobility and more popular projects instead of focusing on vehicle mobility and this toll project.

Markus Andres, Chief Operating Officer  
Marcie Tolley, Office Manager

April 3, 2008

3

P.O. Box 110347 • Research Triangle Park, North Carolina 27709, USA  
+1 (919) 328-4100 • Fax: +1 (919) 328-4101 • www.athenixcorp.com



STATE OF NORTH CAROLINA  
TURNPIKE AUTHORITY

MICHAEL F. EASLEY  
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER  
EXECUTIVE DIRECTOR

April 16, 2008

Markus Andres  
Chief Operations Officer  
Athenix  
Post Office Box 110347  
RTP, North Carolina 27709

Dear Mr. Andres:

Thank you for sharing your concerns regarding the construction of Triangle Parkway as a toll facility and the required closure of the temporary NC 147 spur owned, operated and maintained by the North Carolina Department of Transportation (NCDOT). North Carolina Turnpike Authority (NCTA) understands your concerns with paying toll fees and the affects of traffic pattern shifts in the Triangle Region transportation network upon closure of the NC 147 spur.

The existing interchanges at I-40/NC 147 and at NC 540/Davis Drive were planned, designed and constructed by the NCDOT for future connection to the planned Triangle Parkway. Until such time that Triangle Parkway was built, NCDOT provided temporary connections from I-40/NC 147 to T.W. Alexander Drive and from NC 540 to Davis Drive. In accordance with federal design standards, closure of these temporary connections is required to maintain safe access and to preserve traffic operations on the Triangle Parkway.

Your comments are part of the project record and are included in the agenda for review during the Post Hearing meeting. We are currently reviewing all the comments we received on the Environmental Assessment and at the Public Hearing. Responses to comments received will be included in the final NEPA document.

Thank you again for sharing your concerns. NCTA remains committed to continuing coordination with the public regarding this very important project. If you have further

NORTH CAROLINA TURNPIKE AUTHORITY  
TELEPHONE: 919-571-3000 FAX: 919-571-3015

questions or concerns or would like additional information please contact me at (919) 571-3004 or [triangleparkway@ncturnpike.org](mailto:triangleparkway@ncturnpike.org).

Sincerely,

A handwritten signature in black ink that reads "Jennifer Harris". The signature is written in a cursive, flowing style.

Jennifer Harris, P.E.

Staff Engineer

cc: Marcie Tolley, Anthenix Office Manager  
Steve DeWitt, P.E., NCTA Chief Engineer  
Shannon Sweitzer, P.E., NCTA Director of Construction  
Reid Simons, NCTA Director of Government and Public Affairs  
Jay Bissett, P.E., Mulkey Engineers and Consultants  
Adin McCann, P.E., HNTB Corporation

# JDL CASTLE CORPORATION

D E V E L O P M E N T

## MEMORANDUM

DATE: April 4, 2008

TO: North Carolina Turnpike Authority  
 ✓ Jay Bissett  
*Mulkey Engineers & Consultants*

Stuart Samberg  
*URS Corporation*

FROM: E. Brice Shearburn  
*JDL Castle Corporation*

RE: Triangle Parkway STIP Project No. U-4763B

VIA US MAIL/FAX/EMAIL

- 1 [ ] We noted with interest the meeting schedules for the referenced project and would appreciate your providing at your earliest opportunity the following:
- 2 [ ] 1. Copy of the Environmental Impact assessment or location where it is maintained for review;
- 3 [ ] 2. Attendee list and meeting Minutes from the public hearing session of March 25 - when available;
- 4 [ ] 3. Draft FONSI or information regarding its status, completion, comment period, final review date and distribution (I'm in possession of the Triangle Parkway Project Documents Schedule revised Feb. 26, 2008; if the dates have changed from this schedule, please advise);
- 5 [ ] 4. Copy of the Design Noise Report;
- 6 [ ] 5. Right of ways plans - confirm they've been finalized by NCDOT and provide copy of the plan sections relating to and affecting the JDL RTP LLC facility at 4105 Hopson Road.
- 7 [ ] As the project continues apace, we are concerned about noise abatement, right of way location and schedule for acquisition - the latest right of way maps posted online show the necessity to acquire a portion of our property - the construction impacts with respect to blasting, blast mitigation and responsibility for damage and the apparent elimination of one of our curb cuts, which is an economic harm to the property for which we would request compensation.
- I would like to review the document materials requested above and schedule a time to discuss these concerns. If these inquiries are directed to you inappropriately, please provide the contact information for the person to whom they should be sent. Thank you for your courtesy and cooperation.

EBS/ncv

301 N. MAIN STREET • SUITE 2300 • WINSTON-SALEM, NC 27101  
 TELEPHONE (336) 722-2033 • FAX (336) 761-1030 • WWW.JDLCASTLECORP.COM



STATE OF NORTH CAROLINA  
TURNPIKE AUTHORITY

MICHAEL F. EASLEY  
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER  
EXECUTIVE DIRECTOR

April 11, 2008

Mr. E. Brice Shearburn  
JDL Castle Corporation  
301 N. Main Street, Suite 2300  
Winston-Salem, North Carolina 27101

Dear Mr. Shearburn:

Thank you for your recent fax regarding the proposed Triangle Parkway (STIP No. U-4763B). I offer the following in response to your requests.

- 1) The Environmental Assessment (EA) can be reviewed electronically on the North Carolina Turnpike Authority's website at [http://www.ncturnpike.org/projects/Triangle\\_Parkway/documents.asp](http://www.ncturnpike.org/projects/Triangle_Parkway/documents.asp).
- 2) The attendees list and the transcript of the Public Hearing held March 25 are attached.
- 3) At this time, we anticipate that a FONSI will be the appropriate final document. A FONSI is scheduled to be completed and distributed in May. There is no comment period for a FONSI. The FONSI is a final statement of the proposed action and where the documentation of the comments received on the EA and how each comment was addressed.
- 4) A copy of the Design Noise Report is attached for your information.
- 5) A copy of the right-of-way plans in the vicinity of your property located at 4105 Hopson Road is attached for your information.

We understand your concerns and have taken them into consideration during the preparation of the Request for Proposals (RFP) for Design Build teams to construct the Triangle Parkway. However, please note that the designs for the project are not complete and the final designs will be completed by the Design Build teams. Therefore, we can not fully assess the impacts to your property until the designs have

NORTH CAROLINA TURNPIKE AUTHORITY  
TELEPHONE: 919-571-3000 FAX: 919-571-3015

been completed. We will address these concerns during right-of-way negotiations anticipated to begin in August, 2008.

In reference to traffic noise from the Triangle Parkway, a traffic noise analysis has been completed for the project. The results of the analysis determined a noise wall in the vicinity of the JDL property was not warranted based on the NCDOT Traffic Noise Abatement Policy. The Turnpike Authority is following the NCDOT policy since it has been approved by the Federal Highway Administration. Please know the Turnpike Authority is sensitive to the need to minimize the disturbance to the existing vegetation. The Design Build teams will be required to minimize clearing along the project as much as possible, which should decrease noise propagation.

The Turnpike Authority has hired a geotechnical consultant to review areas adjacent to the project that may be sensitive to vibration. Based on the geotechnical consultant's discussions with JDL, we have included language in the Draft RFP relative to JDL and vibrations. That information can be found on pages 57 to 68 of the Draft RFP on our website - <http://www.ncturnpike.org/design-build/u4763b/u4763b.asp>. If we have not adequately addressed your concern; please contact us to discuss what additional measures may be needed to address any concerns you have related to sensitive equipment within your facility.

Thank you for your comments and interest in the Triangle Parkway project. I look forward to continuing to work closely with you during the construction of this important project to ensure that impacts to your company are minimized. Please contact us at (919) 571-3000 or [triangleparkway@ncturnpike.org](mailto:triangleparkway@ncturnpike.org) if you have further questions or would like to discuss this information further.

Sincerely,



Jennifer H. Harris, P.E.  
Staff Engineer

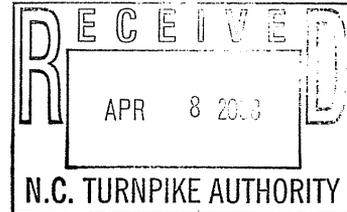
#### Attachments

cc: Steven D. DeWitt, P.E., Chief Engineer – NCTA  
Shannon Sweitzer, P.E., Director of Construction – NCTA  
Chip Hawke, Carolina Land Acquisitions  
Jay Bissett, P.E. – Mulkey Engineers & Consultants

biogen idec

April 7, 2008

Ms. Jennifer Harris, PE  
North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, North Carolina 27699-1578



Re: Triangle Parkway from NC 540 to I-40, STIP Project No. U-4763B, Wake and Durham Counties,  
WBS No. 39942.1.TA1

Dear Ms. Harris:

Please accept the comments attached in this letter for entrance into the public record on behalf of Biogen Idec, Inc. (Biogen Idec) in response to the Combined Corridor/Design Public Hearing relating to the above referenced matter that was held on March 25, 2008 at the Sigma Xi Auditorium in Research Triangle Park.

Biogen Idec recently received information regarding the status of the design of the proposed Triangle Parkway (Parkway) under the authority of the North Carolina Turnpike Authority (NCTA). While Biogen Idec acknowledges the proposed Parkway will provide valuable infrastructure and relief to the increasing traffic congestion in the region, the current design proposals indicate an encroachment into Biogen Idec property that is unacceptable in that it will result in direct, substantial adverse impact to our expansion plans and our ability to maintain long term operations at our Research Triangle Park (RTP) campus.

In 1994, Biogen Idec purchased land and located its large scale manufacturing operations in the RTP. In 1997 and again in 1999, Biogen Idec committed to continuing our growth and investment into North Carolina and the RTP through the acquisition of additional adjacent tracts of land. Currently we own and occupy approximately 178 acres in the Research Triangle. These significant investments were based on a site master growth plan that ensured sustainability of growth and expansion of our large scale manufacturing capabilities. It should also be noted that in addition to the acquisition and development of this site, Biogen Idec has also invested significantly in this community, directly creating over 750 tax paying jobs and invested over \$400M in capital. In addition, the Biogen Idec Foundation has provided over \$300K to local science education and community-service organizations

This master plan had (and still has) the full support of North Carolina, including both Executive and Legislative branches. In 2000, the General Assembly passed Session Law 2000-93<sup>1</sup>, which modified the statutorily defined boundaries of the Park to ensure that the Biogen campus and facility would be located entirely within the RTP. This unprecedented action was indicative of the emphasis and support that Biogen Idec has continued to receive from the State of North Carolina, in order to facilitate and encourage the development of the hundreds of millions of dollars of manufacturing facilities that has been located there. Biogen Idec desires and intends to continue to expand those facilities and their capacities, as contemplated by the 2000 legislation and our site master growth plan (Site Plan), assuming that the site and infrastructure allow it.

<sup>1</sup> <http://www.ncleg.net/Sessions/1999/Bills/Senate/HTML/S1481v3.html/>

Biogen Idec 5000 Davis Drive RTP, NC 27709 Phone 919-993-1100 [www.biogenidec.com](http://www.biogenidec.com)

Ms. Jennifer Harris, PE

April 7, 2008

- Page 2 -

Biogen Idec has been aware of the potential construction of the Triangle Parkway and its location, because of its potential implications for our Site and facilities, and the ability to expand them. For years, the publicly available maps and other descriptions of the location of the Triangle Parkway involved a Right of Way (ROW) location that consumed approximately 10-12 acres of the Site. While not ideal, this proposed encroachment did not threaten the viability and long-term attractiveness of the Site for meeting the manufacturing requirements of the Company.

However, the proposed location of the Parkway and its ROW have been substantially altered and expanded in the most recently available maps. Today, as best Biogen Idec and its consultants and architects can determine, the currently proposed ROW design encroaches on Biogen Idec property an average of an additional 100' beyond the original design, resulting in the loss of approximately 12 additional acres from the Site campus. This incremental increase drastically impacts our long-term Site Plan (and the ultimate viability of the site) by eliminating our ability to construct four proposed structures and a main interior circulation road.

In light of the forgoing, we strongly urge the NCTA to revise the current design proposal so that it reflects the original ROW, or, in the alternative, alter the alignment to allow Biogen Idec to develop its Site and manufacturing facilities consistently with its long-held plans.

We will continue to work with the NCTA and its engineers to resolve our objections to the current design. We recognize that it is important the issues are resolved timely with mutually agreeable results to preserve Biogen Idec's site master growth plan and meeting the need for improved community infrastructure.

Very truly yours,



John Cox  
SVP, Global Manufacturing  
Biogen Idec

(1  
cont)



STATE OF NORTH CAROLINA  
TURNPIKE AUTHORITY

MICHAEL F. EASLEY  
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER  
EXECUTIVE DIRECTOR

April 16, 2008

John Cox  
Biogen Idec  
5000 Davis Drive  
RTP, North Carolina 27709

Dear Mr. Cox:

Thank you for sharing your concerns regarding Biogen Idec in relation to the proposed Triangle Parkway. Your comments regarding this property are a part of the project record. North Carolina Turnpike Authority (NCTA) representatives have been working with environmental resource and regulatory agencies as well as public and private property owners within the Research Triangle Park (RTP) throughout the development of the project.

Coordination with the public and RTP property owners will continue throughout the Design Build and right-of-way negotiation phases in order to further avoid, minimize, and mitigate (if appropriate) impacts to both the natural and human environment. Therefore, you will have an opportunity to further coordinate your concerns regarding the project. The Request for Proposals (RFP) is the contract between NCTA and the Design Build team and includes assurances for continued coordination with affected property owners. Right-of-way negotiations are anticipated to begin in August 2008.

Thank you again for sharing your concerns. NCTA remains committed to continuing coordination with affected property owners regarding this very important project. If you have further questions or concerns or would like additional information please contact me at (919) 571-3004 or [triangleparkway@ncturnpike.org](mailto:triangleparkway@ncturnpike.org).

Sincerely,

A handwritten signature in cursive script that reads "Jennifer Harris".

Jennifer Harris, P.E.  
Staff Engineer

NORTH CAROLINA TURNPIKE AUTHORITY  
TELEPHONE: 919-571-3000 FAX: 919-571-3015

cc: Steve DeWitt, P.E., NCTA Chief Engineer  
Shannon Sweitzer, P.E., NCTA Director of Construction  
Reid Simons, NCTA Director of Government and Public Affairs  
Jay Bissett, P.E., Mulkey Engineers and Consultants  
Adin McCann, P.E., HNTB Corporation



D U R H A M

## Bicycle & Pedestrian Advisory Commission

Durham Transportation Division ■ 101 City Hall Plaza ■ Durham, NC 27701

April 7, 2008

Ms. Jennifer Harris, PE  
North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578

Subject: Triangle Parkway from NC 540 to I-40, STIP Project No. U-4763B, Wake and Durham Counties, WBS No. 39942.1.TA1

Dear Ms. Harris,

The Durham Bicycle and Pedestrian Advisory Commission has reviewed the Draft Environmental Assessment Document and the Preferred Alternative Map for this project and is pleased to offer comments and recommendations for your consideration. We request that the following comments be entered into the public record and that these concerns be addressed in post-hearing meeting and fully incorporated into the Final Environmental Assessment and the scope of the subsequent Triangle Parkway Design-Build contract.

- 1) We request that the NCTA construct incidental bicycle and pedestrian facilities along all local roadways and signalized intersections within the project scope, as required by the Durham Uniform Development Ordinance, the adopted Durham-Chapel Hill-Carrboro MPO 2030 Long Range Transportation Plan, and NCDOT Policies. This includes:
  - a) Constructing five-foot wide concrete sidewalks along both sides of Hopson Road and Davis Drive for the full limits of roadway improvements within Durham City limits.
  - b) Constructing four-foot wide bicycle lanes along both sides of Hopson Road, Davis Drive, and NC54 for the full limits of all roadway improvements.
  - c) Constructing the RTP Jogging Path in accordance with the RTP Master Plan along roadways within the RTP Service District for the full limits of roadway improvements, to include Hopson Road, Davis Drive, and NC54. The proposal to replace the existing sidewalks on both sides of NC54 (see page 3-12) is not necessary as sidewalks do not exist in this section of NC4. However, the RTP Jogging Trail, a pedestrian-only facility (not a multi-use path as noted on page 3-12), does exist along the south side of NC54 and must be included in the design of the new bridge and approaches.
  - d) Providing ADA-compliant crosswalks and pedestrian activated crossing signals at all intersections, to include Davis Drive and Hopson Road, Triangle Parkway interchange ramps at Hopson Road, and Triangle Parkway interchange ramps at Davis Drive. This is

1

( 1  
cont )

- 5 especially important given the number of motor vehicle travel lanes proposed at these intersections. Crossing signals shall be timed to allow safe crossing, and shall include median islands/refuges and other elements as necessary.
- 2) We request that the NCTA maintain full pedestrian and bicycle connectivity along the temporary NC54 bridge, to include full accommodation of pedestrians and bicycles along this major bicycle and pedestrian corridor within RTP.
- 3) We request that NCTA commit to provide safe pedestrian and bicycle access within all construction zones as required by the MUTCD and FHWA. Pedestrian zones within the right-of-way shall be physically separated from vehicular traffic to maximize pedestrian safety. Share The Road and other appropriate signs shall be posted to alert motor vehicle operators to the presence of bicycles. Speed limits within construction zones along local roadways shall not exceed 45 mph.
- 4) We request that all existing and temporary bicycle and pedestrian facilities are continuously maintained in safe and useful condition for the duration of the project. This may include routine sweeping of gravel and debris from travel lanes, bike lanes and pedestrian zones, repair of potholes and other road hazards, and to provide all other necessary routine maintenance for the safe passage of pedestrians and cyclists as may be required.

2

The construction of bicycle facilities on local roads is critical to enhancing non-motorized mobility options included commuters to employment centers within the RTP. We appreciate the opportunity to provide comments on this project and respectfully request a copy of the Minutes of the post-hearing meeting.

Sincerely,



Dan Clever

cc: Bill Bell, Mayor, City of Durham  
Ellen Reckhow, Chair, Durham Board of County Commissioners  
Wally Bowman, NCDOT Division 5 Engineer  
Tom Norman, NCDOT Division of Bicycle and Pedestrian Transportation  
Mark Ahrendsen, Transportation Manager, City of Durham  
Dale McKeel, Bicycle and Pedestrian Coordinator, City of Durham/DCHC MPO



STATE OF NORTH CAROLINA  
TURNPIKE AUTHORITY

MICHAEL F. EASLEY  
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER  
EXECUTIVE DIRECTOR

April 16, 2008

Dan Clever  
Durham Bicycle & Pedestrian Advisory Commission  
Durham Transportation Division  
101 City Hall Plaza  
Durham, North Carolina 27701

Dear Mr. Clever:

Thank you for sharing your comments regarding bicycle and pedestrian facilities in relation to the proposed Triangle Parkway project. Your comments are a part of the project record. We are currently reviewing all the comments we received on the Environmental Assessment (EA) and at the Public Hearing. Responses to comments we received will be included in the final NEPA document.

Bicycle and pedestrian accommodations were considered for the connecting roadways in accordance with standard NCDOT Bicycle and Pedestrian Policy Guidelines. These guidelines state that existing facilities disturbed from road improvements will be replaced and new facilities will be constructed at the request of a municipality offering reimbursement. As indicated in the EA, the project designs will accommodate future sidewalks along Hopson Road and the existing sidewalks and multiuse paths impacted will be replaced. For additional information, the Request for Proposals for the Design Build contract is available on the NCTA's website at <http://www.ncturnpike.org/design-build/u4763b/FinalRFPCCombined.pdf>. Please see pages 81 and 191-192 for information related to the bicycle and pedestrian facilities.

Thank you again for sharing your comments. NCTA remains committed to continuing coordination with the public regarding this very important project.

NORTH CAROLINA TURNPIKE AUTHORITY  
TELEPHONE: 919-571-3000 FAX: 919-571-3015

If you have further questions or concerns or would like additional information please contact Jennifer Harris, P.E., (919) 571-3004 or [triangleparkway@ncturnpike.org](mailto:triangleparkway@ncturnpike.org).

Sincerely,

A handwritten signature in cursive script that reads "Jennifer Harris".

Jennifer Harris, P.E.

Staff Engineer

cc: Steve DeWitt, P.E., NCTA Chief Engineer  
Shannon Sweitzer, P.E., NCTA Director of Construction  
Reid Simons, NCTA Director of Government and Public Affairs  
Jay Bissett, P.E., Mulkey Engineers and Consultants  
Adin McCann, P.E., HNTB Corporation



Real Estate... We Make the Difference

- Balance*
- Dedication*
- Honesty*
- Innovation*
- Integrity*
- Quality*
- Respect*
- Responsiveness*
- Synergy*
- Team Concept*

940 NW Cary Parkway  
Suite 101  
Cary, NC 27513

Telephone 919.678.4301  
Fax 919.678.0801

www.craigdavisproperties.com



April 8, 2008

Ms. Jennifer Harris  
NC Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578

**Re: Proposed Triangle Parkway  
Comments for Public Record**



Dear Ms Harris:

I represent Davis-Rodwell LLC and TMC Associates. These entities own the property known as Davis Park West in the northwest quadrant of Davis Drive and Hopson Road. Our project has a considerable amount of frontage on the proposed Triangle Parkway and is impacted in several ways by your proposed plans. I would like for these comments to be entered into the public comments record for the proposed project.

Following are our comments/concerns regarding the proposed Triangle Parkway:

1. In conjunction with the Davis Drive TIP project #U-4026, a right-in/right-out entrance to Davis Park is being constructed on the north side of Hopson Road just west of Davis Drive. Your initial plans showed this driveway. However, on the project maps that were at the hearing, controlled access was shown for the entire length of Hopson Road between the Turnpike and Davis Drive. This would make the driveway being constructed by NCDOT in conflict with your plans. This was not evident on the previous plans. This access to Davis Park is imperative and must remain. It is requested that you adjust the Controlled Access line which is now at Davis Drive to west of the Davis Park Driveway.
2. The proposed uses in Davis Park include multi-story residential units which will be adjacent to the Parkway right-of-way. The impact of the Parkway on these units has not been addressed in your environmental documents. This needs to occur and the Parkway Design needs to include noise abatement measures to mitigate potential noise impacts on the residential development.
3. Your proposed right-of-way and potential improvements are showing an impact to the existing storm water control pond for Davis Park West. Your design and documents do not indicate how you will mitigate the potential loss of this required facility. Please provide information that will assure that any storm water controls that are impacted on Davis Park West during the construction of the Parkway will be replaced by the Turnpike Authority.
4. Your project maps show a considerable amount of wetlands on Davis Park West. This is incorrect. NCDOT has mapped all of the wetlands west of Davis Drive on the Davis Park project in conjunction with the Davis Drive TIP improvements. We request that you correct your project maps to reflect the accurate wetland boundary.

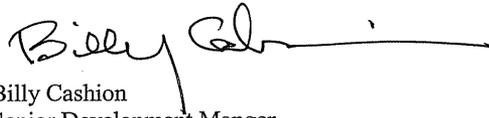
- 5 [ 5. Reviewing your plans, I did not see any pedestrian access provided at your Hopson Road intersection. We request that you add sidewalks on both sides for the length of Hopson Road within the Turnpike right-of-way

I have attached a copy of our master plan for your information and use in making the changes to your plans and environmental documents. If there are any questions or if you require additional documentation, please email me or call me at 919-678-4205.

I look forward to your expedited response and resolution of these items.

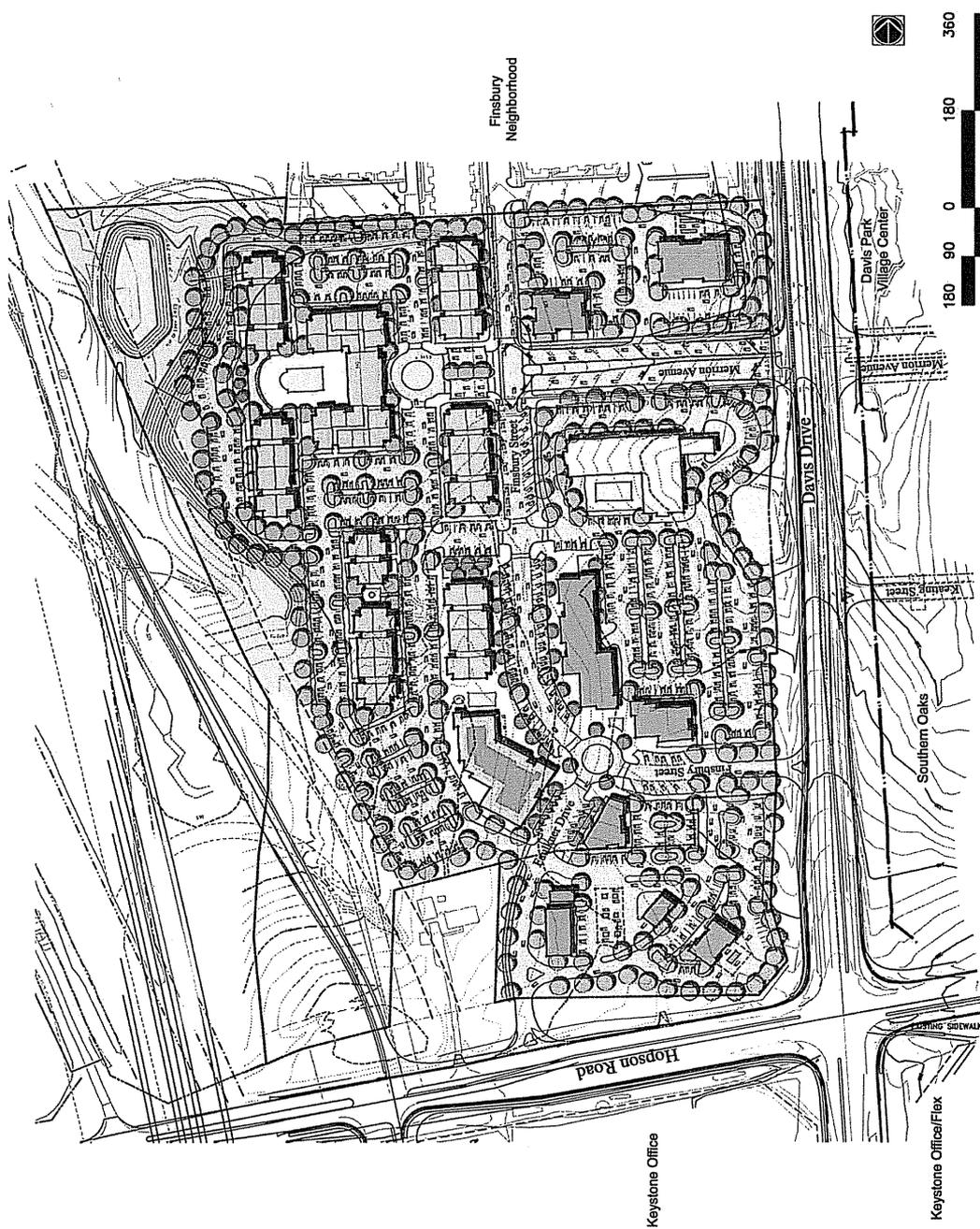
Best Regards,

**CRAIG DAVIS PROPERTIES, INC.**



Billy Cashion  
Senior Development Manger

Enclosures: Master Plan



Finsbury Neighborhood

Keystone Office

Keystone Office/Flex

Southern Oaks

DAVIS DRIVE

Meridian Avenue

Keystone Street

Keystone Street

Keystone Street

Keystone Street

Keystone Street

Keystone Street



180 90 0 180 360



LEGEND	
	Residential
	Retail
	Retail/Residential
	Vertically Integrated
	Hotel

# Davis Park West



LITTLE & LITTLE  
LANDSCAPE ARCHITECTURE PLANNING

## Craig Davis Properties

This plan is for illustrative purposes only and is subject to change.



STATE OF NORTH CAROLINA  
TURNPIKE AUTHORITY

MICHAEL F. EASLEY  
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER  
EXECUTIVE DIRECTOR

April 16, 2008

Billy Cashion  
Craig Davis Properties  
940 NW Cary Parkway, Suite 101  
Cary, North Carolina 27513

Dear Mr. Cashion:

Thank you for sharing your concerns regarding the Davis Park West development in relation to the proposed Triangle Parkway. Your comments regarding this development are a part of the project record. North Carolina Turnpike Authority (NCTA) representatives have been working with environmental resource and regulatory agencies as well as public and private property owners within the Research Triangle Park (RTP) throughout the development of the project.

Coordination with the public and RTP property owners will continue throughout the Design Build and right-of-way negotiation phases in order to further avoid, minimize, and mitigate (if appropriate) impacts to both the natural and human environment. Therefore, you will have an opportunity to further coordinate your concerns regarding the project. The Request for Proposals (RFP) is the contract between NCTA and the Design Build team and includes assurances for continued coordination with affected property owners. Right-of-way negotiations are anticipated to begin in August 2008.

In reference to traffic noise from the Triangle Parkway, a traffic noise analysis has been completed for the project. The results of the analysis determined a noise wall in the vicinity of the Davis Park West development was not warranted based on the NCDOT Traffic Noise Abatement Policy. The NCTA is following the NCDOT policy since it has been approved by the Federal Highway Administration. Please know the NCTA is sensitive to the need to minimize the disturbance to the existing vegetation.

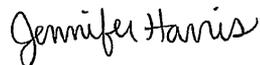
NORTH CAROLINA TURNPIKE AUTHORITY  
TELEPHONE: 919-571-3000 FAX: 919-571-3015

The Design Build team will be required to minimize clearing along the project as much as possible, which can aid in decreasing noise propagation.

The Request for Proposals (RFP) for the Design Build contract is available on the NCTA website. The RFP indicates that a structure will be provided at Hopson Road and Triangle Parkway. In order to provide for pedestrian accommodations on Hopson Road, a 10-foot berm or accommodations for future sidewalk on the south side of Hopson Road will be provided. Sidewalk on the north side of Hopson Road will be provided. This information can be found on page 81 of the RFP at <http://www.ncturnpike.org/design-build/u4763b/FinalRFPCombined.pdf>.

Thank you again for sharing your concerns. NCTA remains committed to continuing coordination with affected property owners regarding this very important project. If you have further questions or concerns or would like additional information please contact me at (919) 571-3004 or [triangleparkway@ncturnpike.org](mailto:triangleparkway@ncturnpike.org).

Sincerely,



Jennifer Harris, P.E.  
Staff Engineer

cc: Steve DeWitt, P.E., NCTA Chief Engineer  
Shannon Sweitzer, P.E., NCTA Director of Construction  
Reid Simons, NCTA Director of Government and Public Affairs  
Jay Bissett, P.E., Mulkey Engineers and Consultants  
Adin McCann, P.E., HNTB Corporation

Member Governments

- Town of Carrboro
- Town of Chapel Hill
- County of Chatham
- City of Durham
- County of Durham
- Town of Hillsborough
- NC Department of Transportation
- County of Orange

June 19, 2008

Mr. David Joyner  
 North Carolina Turnpike Authority  
 1578 Mail Service Center  
 Raleigh, NC 27699-1578



Dear Mr. Joyner:

While the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has been generally supportive of the proposed Triangle Parkway toll road, our support was given with the understanding that there would be accommodations for transit use. We continue to have some concerns about the project and request that the North Carolina Turnpike Authority (NCTA) consider and respond to these concerns.

In a letter dated October 11, 2006 (enclosed), the DCHC MPO requested that the investment-grade financial feasibility study for the Triangle Parkway proceed with certain qualifications. Although the NCTA has corresponded with the DCHC MPO since October of 2006 and attended some of our Transportation Advisory Committee meetings, a number of the concerns in this letter have not yet been satisfactorily addressed. In addition, the Administrative Action Environmental Assessment report for the Triangle Parkway also does not adequately consider and respond to all of these points.

1 [ Our concerns include the accommodation of transit use on the facility. The DCHC MPO requests that the NCTA reserve space in the median of the project for future transit use. In addition, the MPO would like the NCTA to allow the free use of the road by buses, vanpools, and (at least 3+) carpools. In Section 5.1.11 (Transportation Services – Public Transportation and Transit) of the

2 [ Administrative Action Environmental Assessment report, it is noted that while the Triangle Parkway would provide an additional route in RTP for transit vehicles the route would require paying a toll. The report notes that the toll may be discounted for transit vehicles, but the report does not mention carpools and vanpools.

3 [ The DCHC MPO would also like for all planned and existing pedestrian and bicycle facilities on Y-lines (i.e. facilities crossing the Parkway) to be constructed as part of the project. Furthermore, the MPO would like the NCTA to consider innovative design elements such as providing a separate parallel greenway trail in the Triangle Parkway right-of-way. In Section 5.1.2 (Community – Pedestrian and Bicycle Facilities) of the Administrative Action Environmental Assessment report, the report notes that only existing pedestrian and bicycle facilities will be constructed on the Y-lines. Adequate space will be provided for planned

(3  
cont ) L pedestrian facilities, but they will not be constructed. Planned bicycle facilities are not addressed in the report.

The DCHC MPO would like to continue to work with the NCTA as a partner in the planning, design, construction, and operation of the Triangle Parkway. I believe you have indicated that you are indeed willing to work with us as partners, and to meet with us to discuss the details of the project.

The DCHC MPO requests that the NCTA respond to our concerns within one week of the receipt of this letter. I believe you have indicated that you can do that. Please address the concerns raised above, as well as respond to the additional points raised in our October 2006 letter. You may contact Mark Ahrendsen at 919-560-4366 if you have any questions.

Sincerely,



Alice M. Gordon, PhD, Chair  
Transportation Advisory Committee

Enclosure

Cc: DCHC MPO TAC



STATE OF NORTH CAROLINA  
TURNPIKE AUTHORITY

MICHAEL F. EASLEY  
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER  
EXECUTIVE DIRECTOR

July 23, 2008

Alice M. Gordon, PhD  
Chair, Transportation Advisory Committee  
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization  
101 City Hall Plaza  
Durham, North Carolina 27701

Subject: Triangle Parkway, Durham and Wake Counties, STIP No. U-4763B

Dear Ms. Gordon:

Thank you for your letter of June 19 regarding the Triangle Parkway. Unfortunately, it was not received until July 15. I appreciate the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's (DCHC MPO) continued support and involvement with this project. The following information is provided in response to the comments from your letter.

1: Median of Triangle Parkway

In your letter, you request that NCTA reserve space in the median of the Triangle Parkway project for transit use in the future. The Triangle Parkway includes a 46-foot-wide median. This median width has been assumed as part of the design of the project throughout the environmental study. This width allows for the addition of one travel lane in each direction in the future, or the space could be used for other purposes. The current study does not commit to or preclude any specific future use of the median.

As you know, there have been extensive discussions between NCTA and Triangle Transit (TT – formerly Triangle Transit Authority) regarding the potential to include transit in the median of the Triangle Expressway system (formerly called Triangle Turnpike). In a letter dated May 9, 2007, David King, general manager of TT, expressed the mutually agreed position of NCTA and TT: namely, that "preserving options for use of the Triangle Turnpike median for passenger rail transit or other uses is the appropriate policy." The letter lists several uses in addition to transit, including "additional toll lanes, possible HOV lanes, and possible breakdown lanes" and notes that the intention is that "any of these uses should be provided for and not excluded from consideration." Mr. King further states that TT recognizes that "none of us is wise enough to know what the Triangle region will consider the best or most appropriate use for this median ten or twenty years from now." Thus, the NCTA does not consider it appropriate to make specific commitments regarding transit in the median at this time.

I also would like to clarify a few points in the May 9, 2007, letter. As noted above, the letter refers to "Triangle Turnpike." At the time of that letter, the term "Triangle Turnpike" was used to refer to the toll system that includes Triangle Parkway, the Western Wake Freeway, and a portion of the Northern Wake Freeway (NC 540 from NC 55 to NC 54). The term "Triangle

NORTH CAROLINA TURNPIKE AUTHORITY  
TELEPHONE: 919-571-3000 FAX: 919-571-3015

Expressway" is now used to refer to that toll system. The Western Wake Freeway has a 78-foot median as noted in the letter. The Triangle Parkway has been designed with a 46-foot median. We have not made commitments as to the future use of the median on either facility (Triangle Parkway or Western Wake Freeway), but it is important to understand that the 78-foot median involves only the Western Wake Freeway, the section that was the main focus of the discussions leading up to that letter.

In addition, TT submitted comments on the Environmental Assessment (EA) for Triangle Parkway in March 2008. Greg Northcuff, Director of Capital Development for TT, attended the public hearing for the project on March 25, 2008, and provided supportive comments regarding the design and location of the project on behalf of TT transit (see pages 17 and 18 of attached public hearing transcript). TT's comments did not advocate any expansion of the median beyond its current width of 46 feet.

I also want to note that widening the median beyond its current width of 46 feet would increase the overall project footprint and therefore would increase impacts to both the human and natural environment. During the Environmental Assessment study process, several agencies and members of the public requested that the median be minimized to the greatest extent possible. It was determined that widening the median width beyond 46 feet would result in additional impacts to the following human and natural resources, starting at NC 540 and proceeding north to I-40:

Resources on the West Side	Resources on the East Side
Biogen (manufacturing)	Kitts Creek Subdivision
EISAI (manufacturing)	Keystone Office Park
US Environmental Protection Agency	Davis Park (residential/commercial development)
First Environments Early Learning Center (childcare facility)	Hollow Creek
	Burdens Creek
	Sigma Xi Scientific Research Society

One specific example of a location where the construction impacts are minimized includes the location and design proposed for Triangle Parkway along the US Environmental Protection Agency (USEPA) campus. The roadway is located to avoid right-of-way impacts to the Federal property on the west side and avoid impacts to the Hollow Creek on the east side. A retaining wall is proposed at this location to minimize the width of the construction limits, thus avoiding the Federal property and 2,450 linear feet of stream. Therefore, widening the median and increasing the area of construction to accommodate possible future transit would substantially increase the impacts in the project area and is not recommended.

2. Accommodation of transit use on the facility

You also requested free use of the toll road by buses, vanpools and 3+ carpools. As you may be aware, an investment-grade traffic and revenue study for the Triangle Expressway was published in June 2008 and is currently being updated based on the toll enforcement legislation passed by the General Assembly earlier this month. A final decision regarding free or reduced tolls for vanpools and 3+ carpools will not be made until the results from update is analyzed by our financial advisors. A copy of the June 2008 report is attached, and it is available on our website at <http://www.ncturnpike.org/pdf/ClientTriangleExpresswayComprehensivTrafficandRevenueStudy.pdf>.

As was promised to you, a series of tests were conducted as part of this traffic and revenue study to measure the sensitivity of annual transactions and revenue to changes in key study assumptions. The results of the sensitivity studies are presented in Chapter 7 of the report.

Sensitivity tests were conducted to assess the effects of re-routing express buses from the parallel NC 55 to the Triangle Expressway. These tests concluded that re-routing of buses to the Triangle Expressway would have little effect on gross toll revenue because the Triangle Regional Model forecasts little ridership on buses along NC 55 in the study area. Any diversion of automobile users to transit using the Triangle Expressway would have minimal traffic or gross revenue impact because of the low current and forecasted transit ridership in the corridor. Furthermore, based on the bus frequencies assumed in the study, allowing free or reduced tolls for the buses projected to use the Triangle Expressway instead of NC 55 would have minimal gross revenue impact.

In addition, sensitivity tests were conducted to assess the effects of a commuter rail line operating parallel to the Triangle Expressway. The results of these tests concluded that some potential toll road commuters could be attracted to commuter rail in this corridor for all or portions of certain trips, but the slower speed of the commuter rail and transfer times between feeder buses and rail would tend to favor the toll road.

While final pricing decisions will depend on financial considerations and financing requirements, I want to assure you that we are committed to continuing our coordination with the TT, the DCHC MPO and the Capital Area MPO to identify future opportunities for accommodating transit on the Triangle Parkway.

### 3. Planned and existing pedestrian and bicycle facilities

Finally, you requested that all planned and existing pedestrian and bicycle facilities crossing the Parkway be accommodated in the Triangle Parkway design. You further requested consideration of innovative design elements for the project such as the provision of a separate parallel greenway trail in the Triangle Parkway right-of-way.

The NCTA is adhering to the North Carolina Department of Transportation's Pedestrian Policy Guidelines (effective October 1, 2000, attached). In accordance with this policy, the NCTA commits to paying 100% of the cost to replace existing sidewalks that are removed to facilitate construction of the project. The municipality and/or county is required to notify the NCTA in writing of its desire for incorporation of pedestrian facilities into project planning and design. This notification should state the party's commitment to participate in the cost of the facility as well as to be responsible for all maintenance and liability.

To date, we have not received a request for specific pedestrian facilities on the Triangle Parkway, notification of a commitment for participation in the cost of any new pedestrian and bicycle facilities, or a commitment of maintenance and liability responsibility. The policy further states that if the facility is not contained within the project berm width, the municipality is responsible for providing the right-of-way and/or construction easements as well as utility relocation. This provision is applicable to all pedestrian facilities including multi-use trails and greenways.

Unfortunately, there will not be sufficient right-of-way to provide a separate parallel greenway along Triangle Parkway. In addition, the Triangle Parkway is a freeway facility and pedestrian

and bicycle uses are not safe, compatible activities in a freeway corridor. However, bicycle and pedestrian accommodations were considered for the connecting roadways in accordance with the North Carolina Bicycle Facilities Planning and Design Guidelines and the NCDOT Planning and Designing Local Pedestrian Facilities.

The bridge on Kit Creek Road over the Triangle Parkway will accommodate a future sidewalk on the north side of the bridge to connect to the Research Triangle Park sidewalk. The section of Davis Drive at the Triangle Parkway bridges will accommodate a future sidewalk on the south side and will be constructed with sidewalk on the north side to connect to the existing multi-use path. The section of Hopson Road at the Triangle Parkway bridges will accommodate a future sidewalk on the south side and will be constructed with sidewalk on the north side. The NC 54 bridge over Triangle Parkway will include sidewalks on both sides of the bridge and the reconnection of the existing jogging trail.

The sections of Davis Drive and Hopson Road proposed to be widened as part of the project will be constructed with 14-foot outside lanes to accommodate bicycles, and the section of NC 54 to be reconstructed as part of the project will have 14-foot outside lanes to accommodate bicycles. Also, Kit Creek Road is currently scheduled to be constructed with four-foot paved shoulders in each direction to accommodate bicycles and accommodations for sidewalk on the north side.

In conclusion, all toll project decisions are made in the context of four basic overriding considerations – safety, environmental impact, project cost, and project revenue. These issues are fundamentally important to toll financing and are key factors when considering reasonable accommodations requested by other organizations.

Again, thank you for your continued support of this important project. As we have discussed on several occasions, NCTA's staff, engineers and revenue consultants are available to meet with you and the DCHC MPO staff to review any of these requests in further detail. We look forward to continuing our discussions on these matters. Please feel free to contact me at (919) 571-3000 or at david.joyner@ncturnpike.org.

Sincerely,



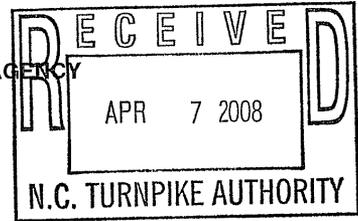
David W. Joyner

Attachments: May 9, 2007 letter from David King (TT) to David Joyner  
March 25, 2008 Public Hearing Transcript  
Triangle Expressway Comprehensive Traffic and Revenue Study Final Report  
(June 2008)  
NCDOT's Pedestrian Policy Guidelines

cc: Steven D. Dewitt, P.E., NCTA Chief Engineer  
Jennifer Harris, P.E., NCTA Staff Engineer  
Reid Simons, NCTA Director of Government and Public Affairs  
Jay Bissett, P.E., Mulkey Engineers and Consultants  
Tracy Roberts, A.I.C.P., NCTA GEC



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Research Triangle Park, NC 27711



APR - 7 2008

OFFICE OF  
ADMINISTRATION  
AND RESOURCES  
MANAGEMENT

Mr. Steven D. DeWitt, PE  
Chief Engineer, North Carolina Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578

Re: Comments to the Federal Environmental Assessment for U-4763B (Triangle Parkway) From  
NC540 to I-40, Wake and Durham Counties, Federal-Aid Project NHS-54(7), WBS Element  
39942.1.TA1

Dear Mr. DeWitt:

1 [ On behalf of the U.S. Environmental Protection Agency (EPA) and the National Institute of Environmental Health Sciences (NIEHS) at Research Triangle Park, we are pleased to provide you with comments on the draft Environmental Assessment (EA) for the proposed Triangle Parkway project. Our comments are submitted from the perspective of "impacted parties" and are, therefore, not regulatory in nature. EPA Region 4 will provide their comments separately.

During the past year, EPA and NIEHS have met with the N.C. Turnpike Authority (NCTA) and the N.C. Department of Transportation (NCDOT) and expressed concerns related to the construction and future use of the proposed roadway. We appreciate the efforts by NCTA and NCDOT to address a number of issues. However, while the EA touches on many of our concerns, we have identified a number of items which need to be addressed more fully. Our primary interests include:

- 2 [ • A full movement intersection at the EPA/NIEHS campus entrance located on Hopson Road;
- 3 [ • A traffic evaluation for installation of a traffic signal at the campus entrance located on Hopson Road upon request from the EPA or the NIEHS;
- 4 [ • A noise barrier along the east side of the First Environments Early Learning Center, a sensitive population along the corridor of the project;
- 5 [ • Noise reduction and prevention activities during and after construction;
- 6 [ • Reduction of harmful emissions during construction;
- 7 [ • Restriction of construction equipment staging or equipment idling near the child care center;
- 8 [ • Effective dust suppression/control practices during construction;

- 9 [ • Contractual requirements for blasting controls and advance notification to EPA and NIEHS;
- 10 [ • Prompt turn-over of the abandoned NC-147 spur for future Federal Government for access use into the Burdens Creek Research Site;
- 11 [ • Inclusion of enforceable, meaningful and measurable construction quality management practices to the contract;
- 12 [ • Consideration in moving the west edge of the pavement further east and away from the EPA/NIEHS child care center; and
- 13 [ • Clear determination and limitation of the limits of clearance and buffer areas along the Federal property line.

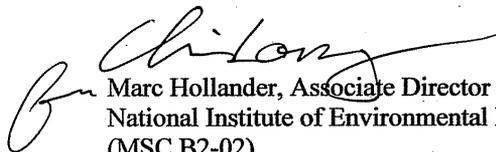
In summary, while it is evident that NCTA has made an effort to address many of the concerns we have previously expressed, we believe that the design-build contract for this project needs to contain firm requirements. Likewise, NCTA's oversight of design and construction will be a key determining factor in the success of the project. In order to help NCTA fully understand our concerns and recommendations, we have attached a series of detailed comments, organized by page and section within the EA.

We hope that you will find our comments useful. If you need clarification or additional information, please contact Luis Lluberas at 919-541-2659.

Sincerely,



for Ben Scaggs, Director  
Office of Administration and Resource Management  
(Mail Drop C-604-01)  
Durham, NC 27711



Marc Hollander, Associate Director for Management  
National Institute of Environmental Health Sciences  
(MSC B2-02)  
Durham, NC 27709

# **EPA/NIEHS Comments**

**To the**

**Federal Environmental Assessment for U-4763B  
(Triangle Parkway) From NC540 to I-40  
Wake and Durham Counties, Federal-Aid Project NHS-  
54(7), WBS Element 39942.1.TA1**

ATTACHMENT

EPA/NIEHS-RTP Comments on the February 2008  
Triangle Parkway Environmental Assessment  
Federal Environmental Assessment for U-4763B  
(Triangle Parkway) From NC540 to I-40

Wake and Durham Counties, Federal-Aid Project NHS-54(7), WBS Element 39942.1.TA1

1. Page 1 of 1, "During construction, NCTA will request contractors to incorporate measures to minimize the removal of trees along the entire length of the project." (Special Project Commitments Section)  
14 [ COMMENT: NCTA should change this from a request to a requirement, including a tree protection plan to be coordinated with adjacent property owners and reviewed and approved by NCTA.
  
2. Page 1-1, (Related to Section 1.1, Summary of Purpose and Need)  
15 [ COMMENT: This section of the draft EA does not recognize the traditional roadway planning and prioritization process (i.e., the NCDOT State Transportation Improvement Program) which already balances the benefits of each proposed project with its total cost, and that this process continues to recognize the extension of the Triangle Parkway as a very low priority future project. The current, approved 2007-2013 STIP and the current, draft 2009-2015 STIP, provide a regionally balanced prioritization of future transportation projects, including all transportation modes (not just controlled access freeways), optimized to meet current and forecast regional transportation needs. While it is true that the Capital Area MPO (CAMPO) and Durham-Chapel Hill-Carrboro MPO (DCHC MPO) have recently included the extension of the Triangle Parkway in their respective Long Range Transportation Plans for the region, the draft EA fails to note that the addition of this project is solely as a toll facility to be funded by others – the priority ranking of this project remains very low. We are concerned that the proposed action will accomplish little to meet the very real, highest priority multi-modal transportation needs of the Triangle Region; this project is a local connector with significant environmental and societal costs with limited projected benefits to the community. EPA and NIEHS believe that the proposal to utilize alternative highway funding sources (e.g., tolling) on other than the highest regional STIP priority projects, conflicts directly with the role of our MPOs in regional transportation planning and the intent of the federally mandated STIP processes to address priority needs first.
  
3. Pages 1-10 thru 1-11, Table 6-4 (Related to Section 1.6, Planned Transportation Improvements in the Study Area)  
16 [ COMMENT: Several discrepancies are noted between the projects listed in the draft EA and those contained in the approved 2007-2013 STIP. We note that STIP project U-4763A, the McCrimmon Connector, is also designated the Triangle Parkway – a continuation of the proposed project (U-4763B) included in

(16  
cont.)

the STIP for “programmed for planning and environmental study only” – project U-4763A has no programming identified. The I-40 widening, U-3306, is included in the STIP as “unfunded, future years” (i.e., beyond 2015). The T.W. Alexander Drive widening, project U-3309, is already complete from NC-147 to Miami Boulevard; the remaining section between Cornwallis Road and NC-147 is programmed for construction in FY 2009 and FY 2010; it will not be completed in FY 2009 as stated in the draft EA. Other approved STIP projects not recognized in the draft EA but which are anticipated to impact the proposed project study area include: U-4716, Hopson Road and Church Street grade separation and road realignment; and U-4410, RTP Access Routes, which are incorrectly and incompletely described. In light of these discrepancies, the draft EA does not adequately recognize the existing and future importance of the Hopson Road corridor, as a major connector linking NC-55 on the west to Page Road and I-40 on the east. Specifically, the increase in vehicle traffic in this corridor from the Hopson/Davis split diamond interchange, as the only Triangle Parkway exit between I-40 and NC-540, will significantly further overload the Hopson Corridor. Nowhere in the draft EA is it recognized that the existing Hopson Road cross section between Davis Drive and Miami Boulevard, which is not otherwise slated for improvements by any proposed STIP project, is currently, and will remain inaccessible to mass transit vehicles, i.e., TTA coach buses, effectively preventing mass transit service along its full length. The draft EA does not recognize the need to widen Hopson Road to a four-lane divided cross section from NC-55 to Miami Boulevard, which we believe is critically necessary to minimize congestion and mobility impacts from the proposed action.

4. Page 2-3, (Related to Section 2.2.1, Transportation System Management (TSM) Alternative Description of Alternative)

17

**COMMENT:** The Transportation System Management (TSM) alternative Assessment and Conclusions are highly subjective and not supported by any data or quantitative analysis. Further, the Transportation Demand Management (TDM) alternative Assessment and Conclusions are similarly subjective and not supported by any data or quantitative analysis. As such, it appears that the outright dismissal of both alternatives is questioned. We also note that the draft EA makes no mention of the significant TDM modal shift data compiled by the Triangle Transit Agency, as the Durham County Commute Trip Reduction program administrator, or the results of the Triangle Region Long Range Travel Demand Management Plan. EPA and NIEHS rely heavily on multi-modal commuting options for our workforces, and we believe that the role of TDM in reducing congestion and improving mobility is significant and warrants detailed consideration.

5. Page 2-8 through 9 (Related to Section 2.2.4, Mass Transit Alternative)

18

**COMMENT:** The Mass Transit alternative Assessment and Conclusion fails to recognize the important work of the Special Transit Advisory Commission (STAC) and the results of this concerted effort to identify the future role of mass transit to alleviate roadway congestion. Additionally, as noted above, the present

(18  
cont)

and proposed configuration of the Hopson Road corridor and its limiting effect on mass transit is not recognized or addressed. EPA and NIEHS rely heavily on multi-modal commuting options for our workforces, and we believe that the role of mass transit in reducing congestion and improving mobility is significant and warrants detailed consideration.

6. Page 2-12 (Related to Section 2.3.2, regarding the Triangle Parkway "New Location" Corridor B)

19

**COMMENT:** Contrary to what is stated in the draft EA regarding the Triangle Parkway "New Location" Corridor B, depicted on figure 2-3, this corridor location was not presented to EPA-RTP as an option to be compared to Corridor A or any other corridor. In the meeting between the NCTA and EPA-RTP representatives held on 5 July 2006, the concept of Corridor B was not mentioned by NCTA, and this is corroborated by the minutes of this meeting, taken by NCTA and later shared with EPA-RTP. We note that these minutes are notably absent from Appendix D of the draft EA. The issue of the potential "taking" of federal land along the "reserved corridor" (Corridor A) was discussed and it was clearly communicated (and noted in the meeting minutes) that EPA-RTP did not support such a "taking" of federal property, and that such action, via condemnation, sale, or other transfer means, was essentially unfeasible for this project. Thus it is clear that before the July 20, 2006 agency review meeting mentioned on page 2-12 that the NCTA fully realized that Corridor B, which could only occur with significant taking of federal land, was not a viable option. The non-viability of the taking of federal land for a Corridor option should not have been a surprise; rather the failure of the NCTA to recognize the legal constraints upon adjacent federal land appears to represent a critical flaw in the alternate corridor selection process. As Corridor B could never be considered viable, essentially the NCTA has not considered another potentially viable corridor to the "reserved corridor". Had instead the NCTA considered an alternative corridor further east of the reserved corridor, we believe that a preferred location with lessened environmental impacts may have resulted. Until such a corridor evaluation process is performed, the proposed action should not proceed.

7. Page 2-20 (Related to Section 2.3.4, Potential Modifications at I-40 and NC-540, Subsection: Conclusion)

20

**COMMENT:** The draft EA indicates that the widening of the proposed Triangle Parkway from six-lanes to eight-lanes would not be needed until the McCrimmon Connector (STIP project U-4763A) is constructed. This indicates that, at some point in the future beyond 2017 (the last year in the proposed STIP) but potentially before 2030 (the future design year of the congestion models), the proposed roadway must be widened to accommodate future traffic. Given the extremely narrow proposed right of way within the reserved corridor, it appears that this future widening cannot be accommodated within the proposed right of way. This implies that additional impacts beyond the proposed right of way should be anticipated, and evaluated fully, under the scope of the environmental

( 20  
cont ) review. EPA and NIEHS are concerned that these impacts have not been  
addressed.

8. Page 3-1 (Related to Section 3-1, Preferred Alternate Description)

21 [ **COMMENT:** The list of improvements should also include the replacement of  
the existing NC-54 bridge over NC-147, as depicted on Figure A-4, and described  
later in section 3.1.2.

9. Page 3-2, "The temporary detour along NC-54 will include the construction of a detour  
bridge to maintain the NC-147 spur between I-40 and T.W. Alexander Drive for as long  
as feasible during the construction of the project." (Section 3.1.2, 3.1.2 Control of Access  
and Interchange Connections)

22 [ **COMMENT:** The timing of removal of the existing NC-147 spur is critical to  
the EPA/NIEHS campus, as this removal will significantly and dramatically alter  
campus commuting patterns, resulting in a near total reversal of traffic to the  
existing EPA/NIEHS campus entrances, as documented in traffic studies and  
commuter choice survey results previously furnished to NCTA, but not  
recognized in the draft EA. We are concerned that the parameters of the timing  
and feasibility of the removal of the spur are nowhere defined in the draft EA, and  
thus the impacts to the EPA/NIEHS campus cannot be fully determined and  
mitigated. This concern is magnified given the projected 25% EPA/NIEHS  
campus population growth by the 2030 design year, which forecast was also  
furnished NCTA yet apparently not factored into the draft EA.

**COMMENT:** We find that the draft EA has inadequately assessed the effect that  
the decision to remove the existing NC-147 spur will have on east-west traffic  
currently using the I-40 corridor and the NC-147 spur to access RTP in general  
and the EPA/NIEHS campus in particular. While the draft EA may improve  
north-south travel to and through RTP, we believe that by closing the NC-147  
spur, this gain will be offset by a considerable loss in service in east-west travel.

10. Pages 3-2 through 3-5 (Related to Section 3.3, related to anticipated Design Year 2030  
Level of Service)

23 [ **COMMENT:** We noted that the anticipated Design Year 2030 LOS values for  
the basic freeway segments and interchanges indicate that many elements of this  
project are predicted to fail long before the Design Year arrives. Dismal  
("undesirable") projections are forecast at the Davis Drive and Hopson Road  
intersections, even with all proposed intersection improvements. In other words,  
even with the significant cost investment and environmental impacts, this  
proposed action will cease to meet one of it's intended purposes - to reduce  
motor vehicle congestion - well within the project's lifespan. Rather, the  
Operational Analysis presented in the draft EA demonstrates and reinforces what  
transportation agencies have proven on other controlled access freeways within  
the Triangle region - we cannot build our way out of congestion by creating more  
roadway capacity. It is thus imperative that we focus instead on mass transit and  
travel demand management strategies to utilize our existing infrastructure more  
efficiently and effectively by managing ADT and VMT, not simply by expanding

- ( 23  
cont ) [ infrastructure capacity, alternatives that the draft EA dismisses as noted above.
11. Page 3-4, “The intersection of Triangle Parkway northbound off-ramp and Davis Drive is proposed to be located approximately 2,400 feet from the Davis Drive and Hopson Road intersection.” (Section 3.3.3, Connecting Road Intersections)
- 24 [ **COMMENT:** Figure A-3 indicates that this distance is approximately 1,500 feet, a much shorter distance.
12. Page 3-4 and 3-5 (Related to Section 3.4, Right-of-Way and Typical Section)
- 25 [ **COMMENT:** The draft EA neglects to mention the avoided cost impact to the project by the donation of the 112 acres of required right-of-way owned by the Research Triangle Foundation (RTF) in the reserved corridor. The role of the significant value of this donation of reserved corridor and its effect on the selection of the preferred alignment should be documented in the alternative selection process. This is of critical significance as this value represents support and investment in this proposed action by a private party not otherwise associated with NCTA or potential private investors.
- 26 [ **COMMENT:** The draft EA does not consider narrowing of the proposed roadway cross section in order to maximize preservation of forested vegetative buffer adjacent to the EPA/NIEHS site. We question the relative benefit of the proposed 46-foot wide median compared to the noise and emission impacts to the First Environments Early Learning Center day care facility, which does not appear to be evaluated in the draft EA. We specifically request that the NCTA consider constructing a narrowed, multiple lane section with a 10-foot wide paved median with median barrier, in lieu of proposed median divided-lane section, shifted asymmetrically east to preserve the maximum width of forested buffer against the EPA/NIEHS site on the west.
- 27 [ **COMMENT:** We request that the retaining wall alongside federal property be fully integrated into the noise barrier(s) design in such a manner as to maximize the effectiveness of both.
13. Page 3-6, “EPA staff currently access the northern portion of their campus using the RTF-owned section of Jenkins Road.” (Section 3.4, Right-of-Way and Typical Section)
- 28 [ **COMMENT:** This statement in the draft EA is incorrect – since the Burdens Creek bridge was destroyed in January 2007 during geotechnical investigations for the proposed action, this access no longer exists. The draft EA also does not address the permanent impact to EPA and NIEHS if the proposed action is not built, as access to federal property north of Burdens Creek from the NC-147 spur is not viable.
14. Page 3-7, “To maintain control of access along Triangle Parkway, the Preferred Alternative will close the temporary NC-147 Spur, which provides access between T.W. Alexander Drive and I-40.” (Section 3.7, Interchanges, Intersections and Signalization)
- 29 [ **COMMENT:** We find that the draft EA inadequately considers alternative roadways designs which could safely allow the merging of I-40 and NC-147 southbound traffic without necessitating removal of the NC-147 exit spur. For

( 29  
cont )

instance, the draft EA does not consider an interchange design with a collector/distributor road, which would run parallel to the freeway and isolate it from the weaving action at the ramps. This as well as other potential designs have apparently not been considered. Therefore, the relative environmental impacts of alternatives other than the Preferred Alternative have not been determined. The removal of the existing NC-147 spur is critical to the EPA/NIEHS campus, as this removal will significantly and dramatically alter campus commuting patterns, resulting in a near total reversal of traffic to the existing EPA/NIEHS campus entrances, as well as other local traffic impacts well beyond this intersection. This concern is magnified given the projected 25% EPA/NIEHS campus population growth by the 2030 design year.

- 15. Page 3-7, "Access to T.W. Alexander Drive from NC-54, NC-147 (north of Cornwallis Road), Cornwallis Road, Alston Avenue, and Hopson Road will remain unchanged." (Section 3.7, Interchanges, Intersections and Signalization)

30

**COMMENT:** This statement in the draft EA is misleading and conflicting. While the physical intersections listed will remain unmodified, the traffic projections as described in appendix B and elsewhere in the draft EA will significantly change the volume of traffic along T.W. Alexander Drive, worsening most intersections compared to the 2030 No Build option. This will effectively reduce access to T.W. Alexander Drive for all modal types.

- 15. Page 3-7, "When the NC-147 Spur is closed and the Hopson Road interchange with Triangle Parkway is opened, EPA Research Triangle Park (EPA) and the National Institute of Environmental Health Sciences (NIEHS) anticipate that many of the employees will choose to use a second un-signalized access available on Hopson Road instead of the main entrance at T.W. Alexander Drive. The Hopson Road entrance to EPA/NIEHS will remain as an un-signalized full movement intersection. The intersection would not meet the necessary warrants to add a traffic signal when the project opens in 2010. However, in the future the NCTA will design and construct a traffic signal at this location when it meets the NCDOT traffic signal warrants as outlined in the Manual of Uniform Traffic Control Devices (MUTCD)." (Section 3.7, Interchanges, Intersections and Signalization)

31

**COMMENT:** Rather than leaving this commitment open-ended, NCTA should coordinate with NCDOT to schedule an evaluation of the intersection upon EPA/NIEHS request or within the first year of Parkway operation to determine if signalization is warranted.

32

**COMMENT:** Although we note that figure A-3 still depicts a median across our Hopson Road entrance, we understand that this commitment has been made by NCTA (as noted here and elsewhere in the draft EA). We ask that this commitment be included in the Special Project Commitments and the final Alternative Alignment Plan be revised accordingly. We also request that NCTA continue to coordinate closely with EPA/NIEHS as this intersection, and the relocated right-in-right-out JDL-RTP site driveway, is designed to fulfill this functionality.

16. Page 3-8, "This intersection is located just east of the proposed facility and in close proximity to the proposed interchanges; therefore, the potential of coordinating these signals' timing will be reviewed during final design to improve traffic flow." (Section 3.7; regarding the intersection of Davis Drive and Hopson Road and the traffic signalization that will be added to accommodate the Parkway access and exit ramps on Hopson Road)

33 [ COMMENT: The existing intersection at Davis Drive is currently signalized, resulting in three signals within an approximate distance of approximately 1500 feet. The EPA and NIEHS have important leased facilities (office and warehouse) with frequent daily travel to and from the EPA/NIEHS campus using the Hopson Road gate. The NCTA recognizes that traffic will be congested in this area, and with the anticipated traffic volumes on Hopson Road, the intersection at Davis Drive is projected to be at a failing level of service. Given the assessment of traffic impacts along Hopson Road that are described within the document, the NCTA should unambiguously commit to optimizing signal coordination and timing along Hopson Road and at the Davis Drive and Hopson Road intersection.

17. Page 3-9, (Related to Section 3.7.3, I-40 Connection)

34 [ COMMENT: This section makes no mention of the proposed replacement of the existing NC-54 bridge over existing NC-147 to accommodate the proposed widening of NC-147 to 3 lanes each direction with associated ramps. This is inconsistent with the temporary and new bridges depicted on figure A-4, and section 3.10.3. Note that NC-54 replacement bridge must include bicycle facilities on NC-54 as required by the Durham Chapel Hill Carrboro MPO adopted 2030 Long Range Transportation Plan. The construction of bicycle facilities on local roads is critical to enhancing non-motorized mobility options included commuters to the EPA/NIEHS campus.

18. Page 3-9, "NCTA is considering two potential toll collection methods: electronic toll collection (ETC) and on-site payment." (Section 3.9, Toll Access and Collection)

35 [ COMMENT: This statement, and the footnote on this page, are inconsistent with the decision as adopted by the NCTA Board of Directors on November 14, 2007 to utilize only fully electronic toll collection (see page vii). EPA/NIEHS requests that this decision be made before award of the design-build contract to minimize environmental impacts for unnecessary infrastructure development, and that the final Preferred Alternative Map revised accordingly.

19. Page 3-11, "Retaining walls are proposed at six locations. One retaining wall is located adjacent to the EPA property line to avoid right-of-way impacts to the Federal property and minimize impacts to the Unnamed Tributary to Burdens Creek." (Section 3.10.2, Retaining Walls)

36 [ COMMENT: NCTA should re-evaluate the location of this retaining wall integrated to other noise and pollution mitigating approaches such as limits on clearing set-backs, additional trees and vegetation along the roadway alignment. This could reduce the potential for noise and air pollution impacts on the child care facility and its occupants.

20. Page 3-11 "One retaining wall is located adjacent to the EPA property line to avoid right-of-way impacts to the Federal property and minimize impacts to the Unnamed Tributary to Burdens Creek." (Section 3.10.2, Retaining Walls)

37 **COMMENT:** We request that this retaining wall not be located along the property line as stated, but as close to the edge of the roadway as possible, to minimize clearing and to preserve as much forested buffer within the Right Of Way as possible, and to coordinate the design and location of the retaining wall with the noise barrier to maximize the effectiveness of both (as noted above).

21. Page 3-11, (Related to Section 3.10.3, Roadway Bridges)

38 **COMMENT:** It does not appear that the draft EA factored the disruption of wildlife movement along Burdens Creek into the design of the proposed bridge. This is important due to the impacts on wildlife movement that the construction of this wide, linear wildlife barrier (the roadway itself) will have on the existing open space within this section of RTP. Designing and providing a functional wildlife crossing along Burdens Creek under the proposed roadway will also decrease the likelihood of wildlife impacts with vehicles along the proposed roadway, mitigating perhaps the highest traffic safety hazard of this proposed road within this corridor. We ask that NCTA commits to minimizing impacts to wildlife movements by designing an overpass and boundary fencing that funnels wildlife to the safest crossing location.

22. Page 3-12, "Final decisions on noise mitigation will be made during final design, based on a noise study prepared in accordance with NCDOT's noise policy. The recommendations in this EA for noise mitigation are preliminary and could be modified during final design." (Section 5.1.13, Noise)

39 **COMMENT:** EPA's scientific staff have indicated that the best mitigation measures for the child care site include providing additional distance by moving the road to the East, and installing a noise wall in combination with strict protection of the existing tree canopy (as near as possible to the roadway). The noise wall should be a commitment of the project, not an option.

40 **COMMENT:** Based upon the oral presentation given and Preferred Alternate map documents displayed by NCTA at the Public Hearing on March 25, 2008, it appears that significant design decisions have been made regarding the nature, extent, and location of the proposed noise barrier east of the EPA/NIEHS FEELC day care facility; however, these decisions are not reflected in the published draft EA. Accordingly, the public, including EPA, NIEHS and FEELC as interested parties, are unable to provide meaningful comment, knowing that the draft EA may no longer reflect the proposed actions. We ask NCTA to commit to designing and constructing the noise barrier already determined to be "reasonable and feasible". The draft EA provides no basis for revisiting this determination during final design, and the opportunity to eliminate this barrier from consideration should be eliminated. We also ask that NCTA design the noise barrier to provide maximum noise reduction reasonably possible (not simply the minimum level of noise abatement required by NCDOT policy), and to commit to

( 40  
cont )

testing the effectiveness of the designed noise reduction after roadway opening and making necessary improvements to achieve design goals if they are not realized.

23. Pages 3-12, 4-17 and 5-4 through 5-5 (Related to Section 3.12, Sidewalks and Multi-use Paths; Section 4.2.2, Transportation Plans; and Section 4.2.3, Bicycle and Pedestrian; and Section 5.1.2, Pedestrian and Bicycle Facilities)

41

**COMMENT:** We note that the characterization of the existing RTP jogging path along Davis Drive (and elsewhere within RTP) as a “multi-use path” is incorrect. These paths were designed as pedestrian facility only, and do not meet any recognized bicycle facility design standards. NCTA’s plan to replace the multi-use path with sidewalks along the north side of Davis Drive at the interchange location to maintain the connection along the existing path is good; however, a sidewalk is pedestrian only, not “multi-use”.

42

**COMMENT:** This section also mentions “future sidewalks would be accommodated along Hopson Road under the proposed Triangle Parkway bridges to allow for connection to the multi-use path along Hopson Road”; however, the construction of pedestrian and bicycle facilities along both sides of all NCDOT roadways within the project limits is required and these elements must be funded, designed, and constructed as incidental improvements to the proposed action.

**COMMENT:** The statement that the new bridge over NC-54 includes sidewalks on both sides of the bridge to connect to the existing sidewalks along NC-54 is misleading, as there are no sidewalks present along this section of NC-54. A section of the RTP jogging trail is present along the south side of NC-54 only. This existing pedestrian element must be replaced; further, as required by Appendix D of the adopted 2030 DCHC MPO Long Range Transportation Plan, the new section of NC54 shall include 4-wide bicycle lanes (or 14’ wide outer lanes) throughout. Similarly, on-road bicycle facilities are also required along all sections of Hopson Road and Davis Drive within the project limits by the same adopted Plan.

**COMMENT:** Those sections of Hopson Road and Davis Drive to be improved within Durham city limits (i.e., outside of RTP jurisdiction) shall include 5-foot concrete sidewalks on both sides of these major thoroughfares as required by Durham Unified Development Ordinance sections 12.4.2 and 12.4.5.

**COMMENT:** Safe pedestrian connectivity must also be fully accommodated at all signalized intersections in accordance with Durham UDO section 12.4.1, American Association of State Highway Transportation Officials (AASHTO), Americans with Disabilities Act (ADA) and NCDOT standards.

43

**COMMENT:** Section 4.2.2 of the draft EA makes no mention of the adopted Durham Walks. Pedestrian Plan (2006) or the adopted Durham Comprehensive Bicycle Transportation Plan (2006), both of which are relevant to the proposed action.

**COMMENT:** The adopted Durham Comprehensive Bicycle Transportation Plan includes existing bicycle facilities in the area (including bike lanes along Cornwallis Road within RTP through the existing NC-147 interchange). This Plan also recommends many local roads within the study area for bicycle

improvements, and specifically recommends including bicycle facilities on Roadway Construction and Reconstruction and Bridge Projects for all roads except controlled access road where bicycle use is prohibited (see page 7-9). Further, the adopted Durham Chapel Hill Carrboro MPO 2030 Long Range Transportation Plan, Appendix D, Bicycle Projects, identifies many of these same local roads for bicycle improvements. Roads specifically identified for 4-foot bicycle lanes include Hopson Road, Davis Drive, NC-54, Alston Ave, and T.W. Alexander Drive. These plans underscore the vital importance of creating a network of functional bicycle facilities within Durham to support, promote and encourage bicycling as an alternative to motor vehicle use. We request that NCTA follow these adopted Durham and MPO Plans and Policies, for all non-controlled access roadways (i.e., local roads) within the project scope. This is vitally important to EPA, NIEHS, other RTP companies, and the traveling public that the significant impacts to non-motorized transportation within our public right-of-ways by increasing motor vehicle roadway traffic are mitigated by the construction of safe pedestrian and bicycle facilities within the full scope of this project.

24. Page 3-13, "The planning measures included selecting the project corridor location that collectively avoids and minimizes impacts to resources within the project area." (Section 3.16, Avoidance and Minimization.)

44 **COMMENT:** EPA and NIEHS question whether consideration of an alternative corridor east of the stream immediately east of the reserved corridor could result in considerably less total impacts. We believe that the initial corridor selection process that appears to have focused only on avoiding stream and wetland impacts, before other potential impacts were identified, and which did not consider an alignment along undeveloped private land east of the reserved corridor, instead evaluating a potential alignment (Corridor B) only to the west of the reserved corridor, was critically flawed.

25. Page 3-13, "The inclusion of the retaining wall at the EPA property reduced the impacts to the Unnamed Tributary to Burdens Creek by 2,450 linear feet of perennial streams and reduced the impacts to wetlands by 0.57 acres." (Section 3.16, Avoidance and Minimization)

45 **COMMENT:** NCTA should re-evaluate the location of this retaining wall integrated to other noise and pollution mitigating approaches such as limits on clearing set-backs, additional trees and vegetation along the roadway alignment. This could reduce the potential for noise and air pollution impacts on the child care facility and its occupants.

26. Page 4-15, (Related to Section 4.2.1, Land Use)

46 **COMMENT:** The draft EA mentions the adopted Durham Comprehensive Plan but does not address whether the proposed action is consistent with the Future Land Use Plan (FLUP) of the Comprehensive Plan, and what impact, if any, the development of this project will have on the FLUP. We note that the Durham FLUP does not include or recognize the extension of the Durham Freeway as the

( 46  
cont )

Triangle Parkway. We also note that the Transportation element of the comprehensive plan identifies “reducing transportation demand” and “Transit, Bicycling, and Walking Alternatives” as critical issues, which are not adequately evaluated in the draft EA.

27. Page 4-17, (Related to Section 4.2.4, Transportation Services.)

47

**COMMENT:** The draft EA does not recognize the significance of existing alternative transportation services, notably bus and vanpool programs that currently served many companies in RTP, including most significantly EPA and NIEHS. EPA has an extensive vanpool program, which currently includes almost half of all TTA regional vanpools. The EPA/NIEHS campus is also served by a TTA bus route, affording a direct connection the TTA regional transfer station within RTP. Both of these programs continue to grow with increase fuel prices and roadway congestion, and it is critical that impacts to these programs be minimized. The draft EA does not address the impact of increase vehicle loading on Hopson Road and Davis Drive due to the presence of the ramp interchanges, while ignoring existing roadway capacity and lane width constraints on Hopson Road which limit bus access. It is critical that the NCTA mitigate this situation and impacts which will effectively remove mass transit as an option for RTP employees, which is untenable to EPA, NIEHS, and other RTP employers.

28. Page 4-29, (Related to Section 4.6.4, Biotic Resources.)

48

**COMMENT:** This section of the draft EA does not recognize the presence and significance of the basic oak-hickory forest unique to Durham County found within and surrounding the Jenkins Road Diabase Dike Significant Natural Heritage Area, as it is not included in the list of vegetative communities identified. As such, the importance of this community and the impacts to it has not been adequately characterized in the draft EA.

29. Page 4-40, (Related to Section 4.6.8, Federal Species of Concern and State Status)

49

**COMMENT:** While the draft EA recognizes the presence of the Jenkins Road Diabase Dike Significant Natural Heritage Area, does not adequately address the proposed impacts to rare species present, and inadequate field investigation to determine the types and quantities of rare species present was performed. Certainly, the reported occurrence of a plant so rare that it is yet unnamed and undescribed in the literature, known only as *Marshallia species 1*, known from no more than three (3) sites in the world, warrants further detailed investigation and analysis, and, we believe, maximum protection. The rarity of this one species alone makes it a potential candidate species for protection under the Endangered Species Act, which the draft EA should have recommended. We note that staff from the local US Fish and Wildlife Service field office strongly advocates that this plant be protected. The reported occurrence of another rare species, *Liatris squarrulosa*, Earle’s blazing star, is acknowledge, but the size and condition of the extant population has not been determined or quantified. In short, the draft EA appears to ignore the significance and purpose of the SNHA designation by the NC Natural Heritage Program, which is to the identify this regionally

( 49  
cont )

significant site for permanent protection. The presence of this SNHA seems to have had zero influence on the determination of the preferred alternative, instead the draft EA proposes to obliterate 3.4 acres of the SNHA, without addressing the impact of this disturbance on that section of SNHA beyond the project limits. For all these reasons, we consider this element in the draft EA critically flawed.

30. Page 5-1, "Human environment impacts identified in the project area are primarily related to community issues, such as changes in access, to travel patterns and in noise levels. There would also be land disturbed for construction resulting in impacts to existing resources such as utilities, businesses, and existing roadways crossed by the project." (Section 5.1, Human Environment Impacts)

50

**COMMENT:** Notably absent from this section is the mention of air and noise impacts on the federal child care facility. That facility was built in compliance with setback requirements as related to the "future Cary-Durham parkway." The proposed parkway may present an air quality and noise impact on the federal child care center, and alignment of the roadway should make prevention of air pollution and noise exposure at the child care center a priority, given public health research into adverse effects of traffic-generated pollution on children's health and development.

31. Page 5-1, (Related to Section 5.1, Human Impacts)

51

**COMMENT:** The draft EA makes no mention of the Durham Greenhouse Gas Emissions Inventory and Local Action Plan adopted by Durham City and County in September 19, 2007 and adopted by the Transportation Advisory Committee of the DCHC MPO on October 10, 2007. Specifically, the draft EA does not address whether the proposed action is consistent with the target for community greenhouse gas emissions to reduce emissions by 30% from 2005 levels by 2030. Community emissions include emissions from all residences, businesses, and industries in Durham County. It also includes all transportation emissions from vehicles traveling on roads in Durham County.

32. Page 5-9, "Prior to construction, NCTA will ensure contractors coordinate with all appropriate service providers to minimize impacts to utilities and to ensure that service disruption, if needed, will be temporary and minimized as much as possible." (Section 5.1.10, Utilities)

52

**COMMENT:** EPA and NIEHS are concerned with the Duke Power electrical transmission line and towers east of our campus which must be relocated, and the Duke Power site electrical service to EPA facilities along the south end of abandoned Jenkins Road from Hopson Road. Regarding the transmission line, our concern centers around where this critical infrastructure will be relocated, as the new clearing required for this relocation may exceed 5.5 acres, and NIEHS research has found that power line magnetic fields are a possible cause of cancer in homes near power lines. These are examples of potential direct impacts of this proposed action that have not been addressed in the draft EA. Regarding the electrical service along Jenkins Road, the disruption and relocation of this service has critical security implications to EPA and NIEHS campus operations, again

( 52  
cont )

which have not been addressed by the draft EA. We also are well aware that the actual relocation of these utilities is not within the direct authority, scope, or control of the NCTA or any of its design-build contractors or consultants, which magnifies the coordination challenges and potential adverse impacts. EPA and NIEHS need a commitment that the relocation of these critical utility services will be closely coordinated with us and that these relocations will be accomplished transparent to EPA/NIEHS campus operations. We also note that the EPA/NIEHS campus is served by several of the other utilities listed; however, the nature of potential impact to these utilities and our campus we do not yet know. We are concerned that until NCTA fully describes the precise extent of all necessary utility relocations affecting our campus, we cannot be proactive to protect our interests and that of the public we serve.

- 33. Pages 5-9 through 5-10, "Although not based in RTP, there are several types of transportation services that serve the project area that would experience a benefit from Triangle Parkway as an additional route through RTP." and "In addition to the safety aspects of the new road, transportation safety would likely improve since Triangle Parkway would remove traffic from the existing roads." (Section 5.1.11, Public Transportation and Transit)

53

**COMMENT:** We believe the draft EA fails to recognize the limiting affect that the existing Hopson Road corridor has on all modes of transportation, including regional and local bus service, and, more critically, how this situation will be dramatically worsened with the congestion loading attendant with the Hopson Road and Davis Drive interchanges. Further, the second statement above ignores the fact that the any traffic shift from existing roads will be more than offset by the increases in roadway system capacity due to the Triangle Parkway, and the latent increase in trip generation due to the secondary effects on land use due to the same.

- 34. Pages 5-10 through 11, (Related to Section 5.1.12, Access Changes).

54

**COMMENT:** The draft EA limits the discussion of access changes to motor vehicles only, without addressing non-motorized transportation, specifically bicycling and walking, which are likely to be significantly impacted, both during and post construction. One example of construction phase impact is with the temporary NC-54 bridge – unless the existing RTP jogging trail, which is heavily used by bicycle commuters and occupies the existing bridge shoulder, is also rerouted, this vital connection will be severed. One example of longer term impact is the motor vehicle loading of Hopson Road which makes sharing this facility with bicycles significantly less safe. These and other impacts should be addressed. We also note that the draft EA depicts the elimination of one of the existing driveway entrances to the JDL-RTP site located immediately east of the existing EPA/NIEHS Hopson Road entrance. We are concerned with the potential impact that the redesign of the entrance(s) to this adjacent site will have on the EPA/NIEHS site entrance, including modifications that may carry beyond the public right-of-way into the federal site. We also note that the draft EA does not mention other specific access changes to the EPA/NIEHS campus, e.g., what

(54  
cont)

will occur at our currently signalized entrance on T.W. Alexander Drive. We are concerned that the warrant conditions for the existing signal may change after the spur is closed, and the dual southbound left turn lanes may not remain, which will impact our site access. While we understand that the operation of this intersection is within the jurisdiction of the NCDOT, not NCTA, the ultimate disposition of this intersection will impact the EPA/NIEHS campus. It is critical that EPA and NIEHS be directly involved in all design discussions and decisions relating to both of our site entrances.

35. Page 5-11, "The NCTA in coordination with NCDOT determined that the current un-signalized full movement EPA/NIEHS entrance on Hopson Road would remain a full movement intersection after completion of the project. In addition, the NCTA will design and install a traffic signal at this location when it meets the NCDOT traffic signal warrants as outlined in the Manual of Uniform Traffic Control Devices (MUTCD)." (Section 5.1.12 Access Changes)

55

**COMMENT:** Rather than leaving this commitment open-ended, NCTA should coordinate with NCDOT to schedule an evaluation of the intersection upon EPA/NIEHS request or within the first year of Parkway operation to see if signalization is warranted.

36. Page 5-16, "The acquisition of property in order to provide buffer zones to minimize noise impacts is not considered to be a feasible noise mitigation measure for this project" and "The use of vegetation for noise mitigation is not considered reasonable for this project, due to the substantial amount of right-of-way necessary to make vegetative barriers effective." (Section 5.1.13 Noise, Subsection: Other [Noise] Mitigation Measures Considered)

56

**COMMENT:** The draft EA summarily dismisses the use of vegetation for noise mitigation due to right-of-way acquisition issues; however, had an alternative alignment been considered further to the east than the reserved corridor east of the EPA/NIEHS campus and specifically the FEELC day care facility, and/or had a narrower typical cross section been considered near the FEELC, we believe that sufficient forested land would have been present to mitigate potential noise from the proposed action.

57

**COMMENT:** The draft EA summarily dismisses the use of vegetation for noise mitigation due to right-of-way acquisition issues; however, there are sections of the preferred alignment, specifically east of the EPA/NIEHS campus, where the existing Duke Power transmission easement, once abandoned, appears to be left un-forested within the proposed right-of-way. We believe that at this location there is an opportunity for NCTA to reduce noise impacts by re-foresting the right-of-way to the maximum extent possible to enhance existing forested vegetation beyond the right-of-way. Similar opportunities are likely to exist all along the right-of-way beyond the actual clearing limit(s). While the total noise mitigation desired may not be achievable within the right-of-way, some attenuation will occur, ultimately reducing off-site impacts. We request that NCTA include reforestation of all existing cleared areas within, and beyond, the right-of-way up to the existing tree line.

58

**COMMENT:** The draft EA summarily dismisses the use of vegetation for noise mitigation due to right-of-way acquisition issues; however, it does not appear that the draft EA considers the use of vegetation in combination with other noise abatement measures, specifically noise barriers. We believe that the integration of appropriate landscaping within the proposed action may have a substantial positive benefit to noise abatement. Example measures may include median vegetation and vegetation along both sides' noise barriers. We request that NCTA commit to incorporating vegetation to the maximum extent possible to reduce traffic noise levels and impacts along the EPA/NIEHS campus boundary.

37. Page 5-18, "Based on the NCDOT Traffic Noise Abatement Policy, the noise wall appears to be reasonable and feasible and, therefore, preliminarily recommended for construction." (Section 5.1.13 Noise, Subsection: Noise Mitigation Analysis for Noise Barrier E, by the FEELC)

59

**COMMENT:** The potential reduction of airborne pollutant exposure at the FEELC day care facility is an additional benefit not addressed in the standard evaluation criteria. Current science indicates that installing a noise wall in combination with strict protection of the existing tree canopy (as near as possible to the roadway) provides air quality benefits. The noise wall should be a commitment of the project, not an option.

60

**COMMENT:** Based upon the oral presentation given and Preferred Alternate map documents displayed by NCTA at the Public Hearing on 25 March 2008, it appears that significant design decisions have been made regarding the nature, extent, and location of the proposed noise barrier east of the EPA/NIEHS FEELC day care facility; however, these decisions are not reflected in the published draft EA. Accordingly, the public, including EPA, NIEHS and FEELC as interested parties, are unable to provide meaningful comment, knowing that the draft EA may no longer reflect the proposed actions. We ask NCTA to commit to designing and constructing the noise barrier already determined to be "reasonable and feasible". The draft EA provides no basis for revisiting this determination during final design, and the opportunity to eliminate this barrier from consideration should be eliminated. We also ask that NCTA design the noise barrier to provide maximum noise reduction reasonably possible (not simply the minimum level of noise abatement required by NCDOT policy), and to commit to testing the effectiveness of the designed noise reduction after roadway opening and making necessary improvements to achieve design goals if they are not realized.

38. Page 5-18, (Related to Section 5.1.13 Noise, Subsection: Construction Noise)

61

**COMMENT:** It does not appear that the potential impact of blasting and other vibration causing activities is addressed in this subsection or any other part of Section 5, Environmental Consequences. While Section 3 (e.g., page 3-13) discusses blasting in terms of coordination with the NCTA contractor and property owners during construction, and also mentions a pre-construction vibration study, no specifics are provided as to how blasting activities will be controlled to minimize potential impacts. We note that our request to NCTA to

( 61  
cont )

include requirements in the Triangle Parkway Design-Build contract including vibration monitoring be deployed during construction to monitor and document blasting activities, and requesting close coordination with and advance notice to EPA/NIEHS of all blasting operations, was not addressed in the draft EA. EPA and NIEHS again request the NCTA commit to include specific, measurable and enforceable requirements in the Triangle Parkway Design-Build contract proposed to implement this action. We also request that NCTA address how the activities of contractors not under NCTA control (e.g., utility relocation work by others) will be controlled and managed to the same level as that work performed under direct NCTA supervision. (At a minimum, incorporate proposed blasting contract language provided via letter dated August 13, 2007 and establish prior blasting notification/coordination with the EPA & NIEHS during construction).

39. Page 5-31, (Section 5.3, Construction) "To minimize these temporary impacts, NCTA will follow the NCDOT standards and specifications to ensure that these impacts are minimized."

**COMMENT:** The draft EA only superficially addresses "typical types of negative impacts from construction" without indicating what specific measures will be taken to minimize these impacts to the EPA/NIEHS campus and the sensitive human populations thereon. EPA and NIEHS ask that the following specific requirements be included in the scope of work for the Triangle parkway Design-Build contract, as well as the NCDOT standards referenced, whichever is more restrictive, for all work adjacent to the federal site:

- 62
- a. strict clearing limits definition and tree protection to prevent all incursions into vegetation to remain beyond the approved construction limits;
  - b. no idling, staging, or refueling of mobile construction equipment within the limits of the proposed noise barrier;
  - c. advance coordination and warning to EPA and NIEHS of all blasting operations;
  - d. confinement of contractor staging areas and haul routes to the permanent work limits;
  - e. no on-site burning of demolition or construction wastes;
  - f. the use of only low-sulfur diesel fuel and diesel engines equipped with EPA-verified diesel retrofit technologies and advanced pollution control devices including particulate filter traps on all mobile construction equipment and vehicles; and
  - g. stringent dust suppression during all phases of construction.

63

**COMMENT:** In order to ensure that the above-noted requirements are effectively enforced, EPA and NIEHS request that NCTA designate a construction manager with specific quality assurance and oversight responsibility over the design-build contractor. We also ask that the design-build contract include significant penalties to deter contractor violation of these provisions.

40. Page 5-37, (Related to Section 5.5.8, Federal Species of Concern and State Listed Species).

64 COMMENT: As also noted above, the draft EA does not address the presence of *Marshallia species 1* and other potentially rare species which may be present within the proposed right-of-way on and adjacent to the SNHA. The draft EA does not indicate that the proposed impact of 3.4 acres of the Jenkins Road Diabase Dike SNHA is unavoidable or that the impact described has been minimized in any way. This section neglects to address the permit required by Durham County ordinance for impacts to this SNHA, despite this requirement being acknowledged in Section 6.5.7 of the draft EA. Given that the significantly rare plant community, upon which the SNHA designation is based, is directly related to the underlying soils and bedrock, it is critical to the integrity of the biotic community that this area be protect to the maximum extent possible, consistent with the goals of SNHA designation. We believe that the presence of a SNHA within the proposed right-of-way warrants significantly more study and assessment than the "ten man-hours of search time" noted expended to identify rare plants on page 5-37.

41. Page 6-11, (Section 6.4, "Inventory of Notable Features," 6.4.5 Other Human, Cultural, and Social Resources) "Two daycares are located in the study area ... the First Environments Early Learning Center facility located on the EPA/NIEHS campus just west of the project between Hopson Road and I-40.

65 COMMENT: this states that the two daycare facilities are the only notable "social" resources but does not state what is notable about them (sensitive, young populations near the property boundary), nor what their presence implies in the way of action.

42. Page 8-1 (Section 8.1, Human Environment Impact Summary)", "Based on the NCDOT's Highway Traffic Noise Analysis and Abatement Policy a noise wall was determined to be cost-effective at one impacted location; the NCTA has preliminarily determined a noise wall at the First Environments Early Learning Center (FEELC) is reasonable and feasible."

66 COMMENT: While this preliminary finding is encouraging, EPA and NIEHS strongly urge the NCTA to require the installation of a noise barrier constructed as close as possible to existing stands of trees at the limits of clearing. The combination of a noise wall and mature trees is the recommended best practice for limiting both noise and air pollution exposure to adjacent humans.

43. Figures A-1 through A-6, (Maps of the Preferred Alternative)

67 COMMENT: The maps presented in the draft EA, Attachment A, are based on air photos which are outdated and thus inaccurate and misleading. Specifically, on the EPA/NIEHS federal site depicted in figures A-3 and A-4, the existing First Environments Early Learning Center, constructed between 2003 and 2005, is not shown. This means that the air photo used for the figures base is at least 5 years old. As a result of this oversight, it is believed that the true representation of the proposed proximity of the toll road to the existing day care facility cannot be readily determined by the public. Further, roadway improvements within the study area have been completed that are not depicted, to include the extension of

( 67  
cont )

Louis Stephens Drive north to Hopson Road and the realignment of Hopson Road at this same intersection. These inaccuracies render the draft EA ineffective at serving its intended purpose under the National Environmental Policy Act of 1969, as amended. Also, we note that the Preferred Alternate Maps displayed by NCTA at the Public Hearing on 25 March 2008, as well as the Public Hearing Map Sheet 2 of 3 available only on-line since the draft EA was published (yet dated February 2008) is different from the draft EA document, creating further confusion, uncertainty, and unreliability.

[End of EPA-NIEHS comments.]

## MEMORANDUM

---

**TO:** Meeting Participants

**FROM:** Jay Bissett, Mulkey Engineers and Consultants

**CC:** Adin McCann, HNTB  
Project File

**DATE:** July 5, 2006

**SUBJECT:** Meeting with EPA regarding Triangle Parkway; Project No. U- 4763

A meeting was held to discuss the alignment of the proposed Triangle Parkway and its possible encroachment on the EPA property. In addition, the meeting was planned to discuss the procedures required to obtain property from the Federal Government. The meeting was held on Tuesday, June 27, 2006 at 3:00 p.m. at the EPA facility in RTP and included the participants noted below.

### MEETING PARTICIPANTS

Steve DeWitt	NCTA
Anne Redmond	HNTB
Adin McCann	HNTB
Jay Bissett	Mulkey
Johnny Banks	Mulkey
Kevin Alford	Mulkey
Chris Long	EPA
Pete Schubert	EPA

### MAJOR DISCUSSION POINTS MADE DURING THE CONVERSATIONS ARE SUMMARIZED BELOW.

Chris Long opened the meeting by stating that all plans for the EPA facility were prepared with the knowledge that the Triangle Parkway reserved corridor existed adjacent to the campus. Chris asked if NC 147 will still dead-end at TW Alexander if the project is constructed. Mulkey stated that it would not. Chris also asked if an interchange with NC 54 would be included with the project. He was told most likely no.

Jay Bissett then proceeded to give a brief introduction to the project that included: Mulkey preparing the environmental document, SHPO sign-off on cultural resources, wetland and stream delineations were complete and natural resource surveys were complete for the reserved corridor.

Chris asked about natural heritage area shown on constraints map. Jay noted that it was a population of Earle's Blazing Star that was not federally protected but was a state species of concern. Chris noted that it was a good candidate for plant rescue. Peter asked to see the NRTR when complete. He was told that it was in draft form and under review. He was also concerned about the conservation easement to the south of the project in the vicinity of I-540. Jay stated that Mulkey was aware of the easements and would do everything possible to avoid them with the design.

Jay continued with introduction of project and identified a section of the UT to Burdens Creek at

Hopson Road has been determined non-jurisdictional.

The discussion moved to the process required to obtain federal land. Chris stated that he was not sure of the process, but that EPA was not interested in giving up any of the land in the vicinity of the child care facility. Chris and Peter are concerned about visibility, security, noise and air quality and would want the road as far from the child care facility as possible. They also have a storage area in the vicinity that would need to be moved if the road encroached on their property.

The total property is 511 acres deeded to the Secretary of Health and Human Services. Consequently, the land is controlled by NIEHS. Any negotiation of land transfer would need to take place with NIEHS. EPA is a tenant of the NIEHS land. Chris stated that the last land transfer with RTF took years and was just a swap of land. The land transfer process requires that the federal government declare the property as excess.

Chris and Peter were aware of the issues with the CDC building and had previously told GSA that EPA was not interested in occupying the building because of the future Triangle Parkway.

There were then a few questions regarding the need for a separate environmental document because of the federal action to transfer the land. Chris stated there would be the need for EPA to complete a due diligence investigation of the property near the storage facility to ensure that there were no environmental spills on the site. Beyond that he was not sure of the documentation needs.

Chris asked if the stream could be relocated. Mulkey stated that they were first looking to avoid impacts to the stream and then to minimize and mitigate the impacts. With that in mind, a feasibility study was underway to determine if the stream was a good candidate for restoration.

Chris asked how much land would be needed from EPA. Johnny stated approximately 20 to 40 feet would be needed if the retaining wall was eliminated. Peter then stated it would help them to see the design. Also, they understood the problems with showing designs that had not been through all reviews and approvals but they would still like to see them as soon as possible.

Johnny stated that the wall is 10 feet high at its tallest point and the road was in a cut section at the EPA facility; therefore, the road would be below the campus.

More discussion followed regarding the stream with Chris and Peter stating that they wanted to work with us to minimize impacts to the stream. However, they needed to protect their facility and the child care facility in particular because that is the expectation their employees would have in these negotiations. Chris and Peter also expressed an interest in maintaining a natural buffer for the EPA property.

Additional discussion on the land transfer ensued that the timeline was very unpredictable. Politics could get involved and move it along quickly. However, due to the multiple layers of coordination and approval required from HHS, it could make for a very long and drawn-out process lasting multiple years.

Anne asked if Chris and Peter could research the process and the timeline. They said they could but NIEHS would drive the process.

Anne asked if the sheds at the storage were mobile enough to be relocated. Chris and Peter thought they could be relocated, but that they would need additional paving, utilities, parking, etc.

The discussion then moved to a concern about the Hopson Road entrance into the facility. There are approximately 2000 EPA employees and 900 NIEHS employees. The Hopson Road entrance would

likely become the main entrance once the Triangle Parkway was constructed and there would be a need for signalization and additional turn lanes. Johnny stated that there had been no traffic projections or studies performed with the Hopson Road entrance becoming the main entrance. Mulkey is currently looking at the flow along Hopson but mainly between Davis Drive and the Triangle Parkway interchange with Hopson Road.

Peter asked if there would be any sound walls constructed with the project. Mulkey will study the need for walls as part of the NEPA document. It was stated that we would follow the approved NCDOT/FHWA noise policy. This policy is very specific as to when and where sound walls are constructed. Chris and Peter are concerned about the child care center (188 children ranging in age between 6 months and 5 years and 48 staff) and the noise impacts.

There was a discussion about the right-of-way needs along Hopson Road. Peter stated that he believed there was a large amount of existing right-of-way along Hopson and this area should not be a concern.

Child Care center will be EPA's biggest concern and the moving of the storage facility will be a logistical issue – finding site and due diligence.

Chris asked if the project could landscape outside of the right-of-way. Mr. DeWitt indicated that the project work would focus primarily on the area within the right-of-way. However, work outside of the right-of-way could be included as part of the right-of-way negotiations if there was a taking of property. Chris and Pete asked if there would be clearing at the top of the sound wall. Mulkey replied that clearing beyond what was necessary for construction would probably not be required. However, there may be a possible need for grading associated with a drainage feature on top of the wall.

There is also a concern about the security of the site. It was stated that the road right-of-way would be fenced but with a wire mesh fence. Steve noted that the construction activities may also need to take into account security issues associated with the facility.

There was further discussion regarding the trailer site near Burdens Creek. This site is used for air quality sampling (e.g., ozone and particulate matter). The current access for this site is from Jenkins Road. This access may be cut-off by the project. The designs will need to consider options to maintain site access. It is possible that the site could be accessed from T.W. Alexander and the dead-ended section of NC 147. This could be part of a land transfer. Pete stated that the master plan for the EPA facility calls for eventual relocation of the trailer sampling site to the spoil site located to the southeast.

Chris stated that there was a large spoil site on the property that could be used for fill dirt on the project. Johnny stated that the project would require a significant amount of fill material. Chris and Peter estimated that this pile contains approximately 100,000 cubic yards of material that might be available to NCTA at no cost.

Some additional concerns associated with construction were mentioned by the EPA staff. These included: security of the computer center, vibrations from equipment, sensitive areas at buildings and dust during construction and the air quality monitoring equipment.

Chris and Pete mentioned that the air quality staff located in the facility would probably not support the project. Pete also mentioned that there have been sightings of bobcats, coyotes, and other animals in the vicinity. Consequently, he was concerned regarding the potential loss of wildlife habitat. The EPA staff would like to encourage the NCTA to use more wildflowers instead of grass coverings. This could help reduce maintenance costs and improve air quality with the reduction in

mowing requirements.

The meeting closed with an agreement that NCTA would continue to pursue a meeting with NIEHS. EPA will also participate in the meeting to help simplify the process. Also, NCTA would try to meet with Chris and Peter to show them the plans.

## MEMORANDUM

---

**TO:** Meeting Participants

**FROM:** Jay Bissett, Mulkey Engineers & Consultants

**DATE:** November 15, 2006

**SUBJECT:** Triangle Parkway (TIP No.U-4763) Meeting with NIEHS

A meeting was held on Wednesday, November 15, 2006 at the National Institute of Environmental Health & Safety (NIEHS) office to review the Triangle Parkway project functional designs. Meeting participants are noted below:

### MEETING PARTICIPANTS

Debi Del Corral	NIEHS
Greg Holland	NIEHS
Adin McCann	HNTB NCTA GEC
Anne Redmond	HNTB NCTA GEC
Jay Bissett	Mulkey
Michelle Fishburne	Mulkey

### OVERVIEW

Following introductions, Jay Bissett reviewed the corridor map with NIEHS representatives and discussed the following items:

1. Jay explained the corridor development process, and reviewed the preliminary impact evaluation of the corridors. He reviewed the impacts to the stream adjacent to the NIEHS/EPA property, the development of Corridor B (yellow) requested by USACE and Division of Water Quality, and clarified that this Corridor B was eliminated from further study since it also had stream impacts, impacted federal property, and also would have major impacts to businesses. Debi Del Corral and Greg Holland agreed that NIEHS would not have any interest in supporting the selling, donating or swapping land for Corridor B through the property.
2. Jay reviewed the information obtained at the EPA meeting held in June. Jay shared that EPA was concerned about impacts to the property, primarily related to the computer facility, day care facility, and access to the Air Quality Testing Facility. EPA also noted that they would like to move the main entrance to Hopson Road. EPA had noted that the property was owned by NIEHS.
3. Debi and Greg clarified that NIEHS had transferred some property to EPA. EPA owns and has the responsibility for their entrances and property upon which their buildings are situated. Greg noted that the only property owned by NIEHS and used by EPA is the small area where EPA has their Air Quality Testing Facility.
4. NIEHS expressed concern that there would be more travel distance to their facility main entrance since the access from NC 147 onto T.W. Alexander Drive would be closed. They noted their concern for the toll fees also.

5. Jay Bissett discussed the toll collection locations and noted that there would be tolls along the entire length of the Triangle Parkway.
6. Jay asked if the relocating the NIEHS entrance to the Hopson Road would be an option as EPA had mentioned. Debi and Greg noted that NIEHS would want to keep the main entrance to their facility at the current location. There would be a high expense and many safety/security issues that would need to be addressed if the main entrance was moved to Hopson Road.
7. Greg mentioned again that the property was transferred to EPA and there are approximate property boundaries mapped. Debi and Greg noted that they could provide Mulkey with a general boundary of the NIEHS and EPA properties.
8. Debi added that EPA controls the property and decisions for their entrance to EPA facilities and is responsible for the security.
9. Jay noted that there is section of property where the EPA Air Quality Testing Facility that may experience access changes. Jenkins Road may need to be closed. One possible solution for consideration was to provide a point of access from T.W. Alexander Drive side.
10. NIEHS noted that there would be security issues related to access coming from a public road. NIEHS likes to secure their property along the boundaries whereas EPA tends to secure the buildings.
11. NIEHS would prefer to extend Jenkins Road to maintain this access and if Jenkins Road is now adjacent to a public road, Triangle Parkway, then Greg requested that an option to fence this area may also be needed.
12. Jay asked if property was needed from NIEHS or EPA for the project, what the process would include for transferring or trading land. Debi noted a previous transaction where the GSA was involved in land trades with Research Triangle Foundation and NIEHS. Debi noted this transfer was a two year process to get the agreements in place.
13. In summary, Greg and Debi noted that closing T.W. Alexander Drive is the worst impact to their property from the proposed project. It was noted that the project was not removing access to NIEHS property.
14. In reference to the EPA Air Quality Testing Facility, Jay noted that there are multiple options that can be reviewed in the design process for maintaining access to this site.

When the meeting concluded, Jay noted that Mulkey would review the designs for maintaining access to the Air Quality Test Site and EPA's entrance. Mulkey will also review design options to maintain Jenkins Road within the Triangle Parkway right-of-way. Mulkey will coordinate with EPA and NIEHS further following the review of these issues on the functional and preliminary designs and prior to final design.

## MEMORANDUM

---

**TO:** Project File

**FROM:** Michelle Fishburne, Mulkey Engineers & Consultants

**CC:** Jennifer Harris, NCTA  
Adin McCann, NCTA GEC  
George Hoops, FHWA

**DATE:** March 24, 2008

**SUBJECT:** Meeting with NIEHS and EPA Employees  
Triangle Parkway (STIP No.U-4763B)

A meeting for the employees from both the Environmental Protection Agency (EPA) and the National Institute of Environmental Health Sciences (NIEHS) was held on Thursday, February 13, 2008 from 3:00 pm to 5:00 pm. This meeting held at the EPA facility in Research Triangle Park (RTP) was a follow-up to previous meetings held with the EPA and NIEHS management throughout the project development process. The purpose of the meeting was to provide EPA/NIEHS employees an opportunity to exchange information with NCTA regarding the Triangle Parkway project. The Triangle Parkway is proposed within the Research Triangle Foundation's (RTF's) reserved transportation corridor adjacent to EPA's eastern property boundary.

Representatives from NCTA provided a formal presentation on the status of the project followed by an hour question and answer session to over 100 employees. NCTA provided three full-size public hearing maps for review in addition to a color handout of the maps discussed during the presentation. Comment sheets were also distributed at the meeting. Ten people asked questions and/or commented on the project during the meeting and 19 comment sheets were received at the meeting. The following people, including representatives from NCTA, attended the meeting to answer questions as needed during the meeting:

Robb Teer	NCTA Board of Directors
Steve DeWitt	NCTA – Presenter
Jennifer Harris	NCTA
George Hoops	FHWA
Eddie Dancausse	FHWA
DeWayne Sykes	NCDOT
Ken Ivey	NCDOT
Benjetta Johnson	NCDOT
Tracy Roberts	HNTB NCTA GEC - Presenter
Spencer Franklin	HNTB NCTA GEC
Adin McCann	HNTB NCTA GEC
Jay Bissett	Mulkey Engineers & Consultants - Presenter
Michelle Fishburne	Mulkey Engineers & Consultants

Steve DeWitt started the presentation with introductions of the project team and other agency representatives present at the meeting. Mr. DeWitt provided some background information on the NCTA and the Triangle Parkway project. He proceeded to discuss the enabling legislation behind the

creation of NCTA, the selection of candidate toll projects for further study by NCTA, and the growing need for alternative sources of transportation funding. Mr. DeWitt noted that the Triangle Parkway project had been included as part of the RTP Master Plan since its inception in 1958. The Preliminary Traffic & Revenue (T&R) study completed for the Triangle Parkway indicated it was a viable toll candidate toll project. Based on the results of the Preliminary T&R study, as well as support expressed from local planning agencies, the NCTA had decided to move forward with detailed engineering and environmental studies on the Triangle Parkway project. Mr. DeWitt introduced Jay Bissett with Mulkey Engineers & Consultants, which has been assisting the NCTA with the detailed project studies, to continue with the presentation.

Mr. Bissett further elaborated on the project history, including this project's continued inclusion in the Long Range Transportation Plans for both Wake and Durham Counties and RTP's extensive efforts to preserve the property identified for this roadway. The location of the roadway shown on the public hearing maps requires approximately 168 acres of property for transportation right of way required to construct and maintain the project. Approximately 112 of these acres are within the RTP property reserved for this project since its inception in 1958. This reserved property includes the property adjacent to the EPA campus boundaries and was reserved for this project as part of the initial RTP Master Plan to improve connectivity. Since this time, there have been other transportation studies prepared throughout the RTP and Triangle Region, including the NCDOT HOV Study and Triangle Transit Authority (TTA) Rail Studies. These studies have also identified and reinforced the conclusion that Triangle Parkway is an important link in the transportation plan. Specifically, this project was identified in the NCDOT HOV Study as the one project that could alleviate the traffic congestion at the I-40 / NC 540 interchange. The purpose and need for this project is to:

- Improve commuter mobility, accessibility, and connectivity to Research Triangle Park employment center.
- Reduce congestion on existing north-south routes that serve the Triangle Region, primarily NC 55 and NC 54.

Mr. Bissett proceeded to review the project schedule, status, and discuss results of the environmental analyses prepared for the project. The Environmental Assessment (EA) for the project will be completed this month and available for agency and public review. The public hearing will be scheduled for the week of March 24<sup>th</sup> and will be held at Sigma Xi within RTP.

Based on the anticipated impacts, as well as comments received on the project to date, a Finding of No Significant Impact (FONSI) is anticipated as the final environmental document for this project. However, the type of final document will be determined after comments on the EA and public hearing are received and evaluated by FHWA, NCTA, and NCDOT. Assuming a FONSI is appropriate for the Triangle Parkway project, the final environmental document would be completed in May 2008, construction would begin in late 2008, and the road would open to traffic in late 2010.

The EA documents the alternative evaluations, summarizes the environmental analyses, and identifies the environmental impacts anticipated from the project. The project will relocate two residential properties and zero businesses. The project will impact approximately two acres of wetlands. Approximately 3,000 to 4,000 linear feet of stream will also be impacted. These impacts have been coordinated with the regulatory agencies and the public throughout the development of the project.

Since the Start of Study Workshop held in June 2006, the NCTA has met with representative from EPA and NIEHS ten times in an effort to identify and address their concerns. As a result of this extensive

coordination, a retaining wall along the EPA property boundary was incorporated in the design of the project to avoid the need for federal property for right of way, while minimizing stream impacts on the opposite side of the project corridor.

Mr. Bissett proceeded to discuss each of the project concerns identified by NIEHS and/or EPA representatives during the previous coordination meetings. These concerns included: Hopson Road access, closure of NC 147 spur, access to air quality monitoring site, proximity of the First Environmental Early Learning Center (FEELC), traffic noise, air quality, and construction staging. Mr. Tracy Roberts with HNTB, the General Engineering Consultant for NCTA, presented a summary of both the traffic noise and air quality assessments completed as part of the Triangle Parkway Environmental Assessment. Mr. DeWitt provided additional information regarding the concerns associated with construction staging and activities. The information presented at the meeting is provided as follows:

- Access at the Hopson Road entrance to EPA  
Hopson Road is part of the state highway system and is therefore operated and maintained by the NCDOT. A traffic signal is not warranted in 2010, the opening year of the Triangle Parkway, based on anticipated traffic volumes and NCDOT guidelines. NCDOT has approved full-movement access at the EPA/Eisai driveway connection with Hopson Road. Upon request from EPA and/or NIEHS, NCDOT has committed to reviewing the status of this intersection to determine when a signal would be warranted. Once NCDOT determines a signal is warranted, NCTA has agreed to pay for the signal design and installation.
- Closing of the NC 147 spur  
The NC 147 spur between I-40 and T.W. Alexander Drive has been a major concern expressed by the management of both EPA and NIEHS. Employees traveling on NC 147 and I-40 use this connection daily as part of their morning and evening commutes. The I-40 / NC 147 interchange was originally designed for an ultimate connection to the planned Triangle Parkway. Consequently, there are safety and operational issues with maintaining this connection once the Triangle Parkway is open. During the previous coordinating meetings, the management of both EPA and NIEHS indicated their awareness that the spur was originally constructed as a temporary connection. Despite the increased costs, the NCTA has committed to maintain the NC 147 spur connection as long as possible by constructing a temporary bridge to maintain access during construction. However, the NC 147 spur will be closed prior to the opening of the Triangle Parkway. The public hearing maps show the revised design with the NC 54 detour including this temporary detour bridge.
- Access to the Air Quality Monitoring Site  
Access to the EPA/NIEHS air quality monitoring site will be provided from T.W. Alexander Drive. The details of this access are being coordinated between EPA, NIEHS, RTF, and NCDOT.
- Noise Analysis at the FEELC Daycare  
NCTA is aware of the concerns related to the proximity of the FEELC daycare in relation to the Triangle Parkway. A retaining wall is proposed to avoid the need to acquire federal property. Additionally, the roadway is depressed in this area, which should help in reducing traffic noise at the daycare. The closest point of the roadway to the daycare facility is approximately 350 feet. A preliminary traffic noise study was prepared to evaluate existing and future noise levels to determine traffic noise “impacts.” This analysis is based on 2030 predicted noise levels. If predicted noise levels meet NCDOT criteria for impacts, then noise abatement is evaluated for reasonableness and feasibility using specific criteria.

The preliminary traffic noise report predicted a noise impact at the FEELC daycare facility location. The construction of a noise wall over 1000 feet in length with an average height of 17 feet at the FEELC daycare facility was preliminarily determined to be feasible and reasonable. A detailed noise analysis is underway based on the preliminary designs of the project to confirm whether the noise wall continues to be feasible, reasonable and cost effective.

- Air Quality Analysis

There are six Criteria Pollutants with standards set by USEPA, which include: Ozone (O<sub>3</sub>); Particulate Matter (PM<sub>2.5</sub>, PM<sub>10</sub>); Carbon Monoxide (CO); Nitrogen Dioxide (NO<sub>2</sub>); Sulfur Dioxide (SO<sub>2</sub>); and Lead (Pb). Durham and Wake Counties are in “attainment” for all criteria pollutants and in “maintenance” for O<sub>3</sub> and CO. Ozone is evaluated on a regional basis through the transportation conformity process. On June 20, 2007, EPA recommended a conformity finding for the 8 hour ozone standard and the CO standard for the Triangle Area. The final conformity determination was made by FHWA and FTA on June 29, 2007. A project-level air quality analysis was also required for CO.

A project level CO “hotspot” analysis was conducted at the Hopson Road/Davis Drive intersection to represent the area where a CO violation would be most likely to occur (i.e., the “worst case” condition). Based on this analysis, the CO concentration at this intersection is well below both the 1 hour and 8 hour CO standard, and no violations are anticipated.

A quantitative evaluation of Mobile Source Air Toxics (MSATs) based on current available information was prepared. The Clean Air Act identified 188 hazardous air pollutants, 21 related to mobile sources, and USEPA identified six priority pollutants, including Formaldehyde, 1,3 butadiene, acrolein, diesel particulate matter/diesel exhaust organic gases, acetaldehyde, and benzene. The current FHWA guidance requires quantitative MSAT analysis using the EMIT Model for projects which have 140,000 or more vehicles per day and are located near populated areas or vulnerable populations. Triangle Parkway is not projected to have this amount of traffic. However, it connects with NC 540 and NC 147, which are projected to have this volume of traffic in the design year. Due to limitations in emissions and dispersion modeling and shortcomings in techniques for determining exposure levels and health effects, the analysis performed was not a site-specific “impact” analysis.

The analysis evaluated MSAT emissions for the Affected Transportation Network between the No Build and Build Alternatives (i.e. between building the project and not building the project). The analysis for the Affected Transportation Network for the 6 priority pollutants indicated a 46 percent reduction in MSAT emissions by 2030, despite a 136 percent increase in vehicle miles traveled. The bulk of air toxics emissions reductions are due to EPA’s vehicle and fuel control programs (cleaner fuels, cleaner engines). There could also be localized MSAT increases along the new Triangle Parkway and decreases along adjacent routes, but available tools are inadequate to reliably quantify them.

At this time, it is not possible to reliably and accurately predict whether project alternatives would have an adverse effect on the human environment.

- Vibration from blasting

Mr. DeWitt stated that blasting will likely be required during construction. NCTA is working with a consultant and RTF companies/entities with noise sensitive sites to evaluate and minimize the potential impacts from blasting. These sites will be monitored during construction, and the sensitivity of these sites will be coordinated by the Design/Build team to minimize disruptions.

- Clear cutting of trees between the Federal Property and the roadway  
 The EPA and NIEHS are concerned about the clearing of trees between the Triangle Parkway and their property, particularly in the area of the FEELC daycare facility. As part of the EA, the NCTA has made a commitment to minimize the clear cutting of trees in this area. Specific language regarding this issue will also be incorporated into the construction contract as a special provision. This special provision will require the contractor to limit the cutting of trees along the entire project, including the EPA property.
- Construction Staging Areas  
 The contractor will select the construction staging areas as appropriate for the construction activities. Mr. DeWitt noted that the staging area will most likely be located at the NC 540 interchange since this area has been used previously.

Mr. DeWitt continued the presentation with a review of the anticipated toll fee and funding status. He understood that everyone wanted to know the price of the toll, but elaborated that there are many factors involved in determining the costs and fee structures. The revenue from the toll fees will be used for financing, operating, and maintaining the roadway. As a general estimate, toll fees typically range from \$0.10-\$0.15 per mile, and the Triangle Parkway is a total of approximately 3.4 miles. However, the specific costs have not yet been determined.

Mr. DeWitt explained that an investment grade traffic and revenue study is in progress to assess the bonding and revenue needs. When this study is complete, the final determination on the toll fees will be determined. The current plan for the collection of tolls will be to use all electronic toll collection. This will eliminate the need for traffic to stop at toll plazas or booths to pay the tolls. The exact toll technology to be used on this project has not yet been determined. However, there are multiple types of specific toll technology being evaluated by NCTA. The “funding” for Triangle Parkway will be marketed as part of a larger NCTA Transportation system, referred to as the “Triangle Expressway,” which includes Western Wake and NC 540 from NC 54 to NC 55. Mr. DeWitt proceeded to discuss the “gap” in funding between the moneys available through bonding versus the right of way and construction costs of the Expressway.

Mr. DeWitt and Mr. Bissett reiterated that the public hearing for the project will be scheduled during the week of March 24<sup>th</sup>, and notices will be provided via postcard mailings and newspaper advertisements. EPA and NIEHS representatives added that they would put notifications around their facilities too. Comments provided at this meeting and at the public hearing, as well as the comments on the published and circulated EA document, will be responded to in the final environmental document.

Following the presentation, Mr. DeWitt opened the microphone for comments. Ten individuals commented and asked questions at the meeting. The questions/comments and corresponding NCTA responses are summarized below:

1. Comment:
  - A request was made to study the entire area and include TTA Triangle Transit Study Group. The request included expanding the affected study area to include NC 54 and NC 55 and the considerations associated with traffic diversion.

NCTA Response:

- Mr. DeWitt noted that NCTA has coordinated extensively with TTA and that coordination is ongoing. The Triangle Parkway is just one piece of the multi-modal transportation network that is needed to serve the Triangle Region. The Triangle Parkway project was identified as transportation need based on a systems-level approach using the Long Range Transportation Plan for both Metropolitan Planning Organizations (MPOs) covering Wake and Durham Counties. These system plans incorporate parameters for all modes of transportation, including transit, bicycle, pedestrian, and bus.

2. Comment:

- The term “Parkway” was questioned in relation to the type of roadway that will be constructed: would the roadway be like a “true” parkway with minimal truck traffic, or will it just be a standard highway?
- This person also noted the desire to have the NC 147 Spur remain open.
- He requested that an economic analysis be conducted to determine if people are willing to pay a toll.
- This individual also stated that the findings and conclusions of the MSAT assessment completed for the project are suspect and he finds them hard to believe.

NCTA Response:

- In relation to the use of the word “Parkway,” this name was identified as part of the RTP Master Plan. NCTA plans to include aesthetic considerations, such as landscaping, into the design and construction of the Triangle Parkway project.
- NCTA understands the concerns with closing the NC 147 spur. However, the federal and state design criteria do not allow the NC 147 spur to remain in place. The NC 147 spur will be maintained as long as possible during construction, but will, as originally planned in 1987, need to be closed prior to the opening of Triangle Parkway to traffic.
- Extensive economic studies related to toll traffic and revenue generated from tolls were reviewed for this project during the initial stages of the project review as a candidate project for NCTA. The project was advanced from a candidate project into the project development stage based on these studies and findings that it could generate revenue.
- The MSAT assessment was completed using currently available information, tools, and methodologies as provided by FHWA guidance.

3. Comment:

- Concern was expressed that this roadway is a 50-year old idea and that the only difference in the solution presented to the public for consideration was to construct the project with tolls. Why are transit and rail lines not considered?

NCTA Response:

- The purpose of this roadway is to alleviate the immediate travel demand within the Triangle Region. The MPO Long Range Transportation Plans and approved travel demand model include specific consideration of planned transit (TTA Regional Rail) and HOV (I-40) projects. Despite the transit and HOV facilities, a need for increased roadway capacity within the network was still apparent.

4. Comment:

- There is a genuine concern regarding the amount of the toll fee. For people that travel to work

each day at EPA and NIEHS, this would amount to approximately 200 commuting trips each year. Assuming a \$0.30 toll is charged to travel from I-40 to Hopson Road, this would equate to an additional \$120 per year. Consequently, many may choose not to travel on this road to avoid paying the toll.

- In addition, this person was interested in having the NCTA conduct an Origin/Destination study in reviewing the toll fees.

NCTA Response:

- Mr. DeWitt noted that the prices of the toll fees have not been determined at this time, and the study currently in progress will include a review of varying toll fees based on distance and time of day. Mr. DeWitt mentioned that the completed traffic and revenue studies also included an origin and destination component.

5. Comment:

- This person and others use the NC 147 spur every day and would like the state legislature to rethink the implementation of tolling in North Carolina. This individual feels that public funds are being used to promote private/commercial interests on this specific project. There is private interest in the freeway that could be leveraged by charging the commercial vehicles a higher toll fee. A recommendation was made to look outside the idea of tolling and review the option to have the commercial type businesses finance the roadway.

NCTA Response:

- Mr. DeWitt thanked this gentleman for his comments.

6. Comment:

- Concern was expressed that NCTA was comfortable and/or thought the LOS F at the Hopson Road/Davis Drive intersection was acceptable.
- This person also saw the need for the Western Wake Freeway, but not the need for the Triangle Parkway.

NCTA Response:

- As part of the Triangle Parkway project, the NCTA is making improvements to the Hopson Road/Davis Drive intersection beyond what is being currently being constructed by NCDOT as part of the Davis Drive project (STIP Project U-4026). Additional improvements beyond that proposed as part of the Triangle Parkway project are generally not feasible for an at-grade signalized intersection.
- The Triangle Parkway provides a direct freeway connection between I-40 and NC 540. Also enhances access to the RTP employment center. The Triangle Parkway will also provide relief to parallel north-south facilities such as NC 55, NC 54 and Davis Drive. The Triangle Parkway will also provide congestion relief to the section of I-40 located between NC 147 and I-540/NC 540.

7. Comment:

- Is there technology available to reduce the cost of vehicles with more than one person? Also, if cars were charged 10 to 15 cents per mile, how much for trucks?

NCTA Response:

- Mr. DeWitt stated that there is a variety of technologies available for collecting tolls, including the availability to consider multiple passenger vehicles (i.e. HOVs). Mr. DeWitt added that there have

been discussions regarding charging a higher toll fee for trucks. For example, one truck could be charged a toll fee equivalent to two cars. The specific fees and pricing variations have not been decided at this time and will be based on the results of the investment grade traffic and revenue studies.

8. Comment:

- This person did not question the rationale behind the need for the project, and requested the following considerations:
  - Mitigate the travel inconveniences of 3000 employees located at EPA and NIEHS.
  - Leave the NC 147 spur open until 2010.
  - Allow left-turns for vehicles traveling eastbound on Hopson Road to access EPA/NIEHS.
  - Propose that a study of the traffic on NC 54 and NC 55 be conducted when the NC 147 spur is closed.
  - Traffic using T.W. Alexander Drive will increase, and the roadway may need to be upgraded.

NCTA Response:

- Based on feedback received from EPA and NIEHS, NCTA is proposing to construct a temporary bridge during construction to maintain the NC 147 spur access as long as possible. A median opening will be provided at EPA access on Hopson Road to assist with employee access.

9. Comment:

- The website could be better with more project information; also in taking a quick look at the toll fees collected, there could be \$50 million collected per year. Where is the money going by the year 2030?
- The NCTA is rushing things without looking at all available options.
- This individual also felt the socioeconomic data in the Preliminary T&R study looked at too broad of a geographic area.

NCTA Response:

- Mr. DeWitt noted that the bonds sold to finance the NCTA toll projects would likely be paid back over a 40-year timeframe using the collected toll revenue. As stated earlier, the Triangle Parkway is being packaged with the Western Wake Freeway project as a single toll system (i.e., the Triangle Expressway). Thus, the construction, operations, and maintenance costs of both projects need to be considered in each of the financial scenarios. Mr. DeWitt stated that the toll revenues generated from the Triangle Expressway will not pay for the entire cost of constructing the project. Therefore, the NCTA is working closely with the state legislature to identify potential funding sources to cover the “gap”.

10. Comment:

- This person noted they have been using this NC 147 spur for 20 years and the convenience of the spur access from I-40 eastbound was going to be missed.

NCTA Response:

- NCTA representatives noted that with the initial construction of the interchange, the connection between I-40/NC 147 and T.W. Alexander Drive (NC 147 spur) was intended to be temporary. The I-40/NC 147 interchange was designed for an ultimate connection to the planned Triangle

Parkway. The NC 147 spur has been open to traffic for 20 years, but was always considered a temporary measure due the planning of the Triangle Parkway. Due to safety and operational concerns, the NC 147 spur will be closed prior to opening Triangle Parkway to traffic in late 2010.

Following the question and answer session, several people spoke with study team representatives individually about their concerns with traffic volume projections, toll pricing, and closing the NC 147 spur. Each person was encouraged to send their comment sheets to further document their concerns for NCTA to address in the final environmental document. Several blank comment sheets, a CD of the PowerPoint presentation, and the three full-size public hearing maps were left with representatives from EPA and NIEHS for further use by their employees. To date, a total of 20 comment sheets have been received in association with this meeting. A summary table of the comments received from the meeting attendees is attached. Comments received from this meeting, at the public hearing, and through April 8, 2008 will be responded to in the final environmental document for the project.

The meeting concluded at 5:00 pm.

**Triangle Parkway Comment Form: EPA and NIEHS  
February 13, 2008**

Name	Comment
Wendy Allen	This is a temporary fix to the problem. The dollars should be used to encourage van pool, car pool, and train service to RTP
James Baugh	If you keep the exit ramp open to Alexander Dr. from 147/40 then many objections to your turnpike would be eliminated. You did a good job of changing the Hopson Rd. entrance to EPA to accommodate that traffic from both directions. Make that an exit to Alexander only off ramp and you would be fine.
Abee Boyles	For NCTA: why are tolls (which impact a few people) being considered over gas taxes which impact people in proportion to how much they drive and the weight of vehicles they drive? The 147 spur is essential to my daily travel, I don't believe the safety argument – there are alternatives – this seems a handy excuse to force people to use toll roads. How was the estimated revenue from tolls calculated? Is it reliable as the promised revenue from the lottery? Many people would rather pass time them give in to being forced to pay toll when others (N.Raleigh) have gotten their new roads for free.
Rebecca Boyles	Given the exit from 40 to 540 I do not see the case for a need for a further 40 to 540 connection the Parkway would serve. Have you modeled air toxins during the construction period not just during the time when the road is open? New O3 EPA standards are inerrant. Does your criteria pollutant modeling take the likely reduced standard into account? I believe this area without this project will be in non-attainment.
Barbara Driscoll	1) The turnpike does not appear to merit Purpose #2 – reduce congestion in existing north-south routes that serve the Triangle – NC55 and NC54. Elimination of the 147 Spur will in fact increase congestion on NC55 & NC54. It seems that the spur could remain at least from I-40 going to Alexander without affecting safety of the people going to the Turnpike parkway. 2) What are the number of vehicles which use the spur now each way? How was that number reached? What days and how many were monitored?

Name	Comment
Joan Hedge	<p>If you close 147 spur it will greatly increase traffic at Davis Drive, Alexander and 54 exits off 40.</p> <p>Why not put your road at another intersection?</p> <p>Why not put your road on the other side of the wetlands</p> <p>Hopson road will also suffer.</p> <p>Why choose to impact helpless children so closely?</p>
Warren Johnson	<p>I made comments regarding:</p> <p>Contacts in legislation to expressed concerns over tolls essentially passing costs to the public for what is a commercial benefit.</p> <p>I believe that local businesses who benefit by this project should be financing this project, not the public who already pay the highest taxes in the state by tax rates. It also appears that the toll system is sophisticated enough to toll commercial vehicles only – not commuters.</p> <p>I would also appreciate consideration of a “traffic circle” on Hopson Road as a “light” in order to meet both flow and safety concerns.</p>
Amy Lamson	<p>Please inform when the EA is available. Please create a visualization that shows the view from the day care center to the roadway. I request a light at Hopson road.</p> <p>Thanks for the presentation today! You said your transportation plan will fail in design year – great plan! By the way, vegetation has almost no effect on the highway noise, contrary to what the consultant said at the meeting. Also, lead is <u>not</u> a regional pollutant, as the consultant said. Should also look at CO at the TW Alexander &amp; 54 intersection, because of the additional traffic due to the closing of the 147 spur. I’m also concerned about the environmental justice implications of the to us, especially the difficulty/burden of getting transponder account and the lack of cash option. What about indirect &amp; cumulative effects?</p>
Julie McClintock	<ol style="list-style-type: none"> <li>1) Is the Highway Authority coordinating with the TTA, and the Triangle Transit Study group? I prefer to see transit, not new highways.</li> <li>2) Please expand the “affected transportation network” area. For example include intersection of 55 &amp; 54. Many will sue this intersection to avoid tolls.</li> </ol> <p>→Please include neighboring intersections in your study area. The “systems” affect is not an adequate answer – because I would stay on I-40 if spur is existed.</p> <p>People will avoid toll road on principle to go to work.</p>

Name	Comment
Tanya Otte	Please comment on whether or not nighttime and weekend construction activities could be used exclusively in the vicinity of FEELC to minimize noise and pollution impacts on the children there.
Drew Pilant, PhD	<p>I have not been able to find adequate maps showing TP location online. Please post engineering maps online.</p> <p>Also, please provide digital vector files (shapefiles, KML) of the project so citizens can download them and overlay the TP route on air photos and maps. That way we can all <u>see</u> the environmental impact. Better yet, upload the kml and make a little to Google Earth. Suggestion: post online a map showing proposed roadway over and on recent air photos</p> <p>I did not hear or see a mention of:</p> <ul style="list-style-type: none"> <li>▪ The specific effects of the added impervious surfaces on hydrology and accelerated / concentrated transport of pollutants into the watershed.</li> <li>▪ The effects of ecosystem fragmentation</li> <li>▪ Effect of heat island &amp; evapo transportation on people and habitat.</li> <li>▪ Have you explained the congestion effects of closing 147/Alexander Dr access?</li> <li>▪ Have you studied the AQ and water quality effects of increased congestion on 54/55/Davis, etc as a result of accesses closing?</li> </ul>
Cheir Saliby-Puszynski	<p>Also interested in any information you can provide on Triangle Expressway – extension to Holly Springs / Apex Area.</p> <p>Concerned about additional traffic on other routes such as Hwy 55 to Apex – last nite with 1 accident w/in 3 miles of EPA on Hwy 55, it took me and my 3 &amp; 4 ½ yr olds 1 hr and 20 min to get home to Apex.</p>

Name	Comment
Mette CJ Schladweiler	1) If the Triangle Parkway is going to be a Toll Road that runs into 540, which is also going to be a Toll Road, how exactly will that work? Double tolls?? 2) Having a child that attends the FEELC, I wonder why the NCTA & NCDOT thinks 350 feet is enough of a buffer for the highway to be from FEELC? I would think that >500 – 750 feet would make it more feasible for parents and employees to “embrace”. 3) Why is there <u>not</u> an exit off 147/Parkway onto Hwy 54 prior to the toll road starting??
Chon Shoaf	1) Stop talking about “toll” roads. Tolls are not an issue with this EPA group. Others might have the fear of paying \$.30, but not EPA folks. Learn who your audience is, anticipate their concerns, and speak to these concerns. 2) The air toxics presentation was weak and inaccurate in many respects: a) we do know how much exposure to carcinogens such a benzene, butadiene, formaldehyde, etc. are deleterious – the single hit phenomenon along with linear zed multistage modeling tells us a single exposure is a problem; b) the air toxics are now going to be moved 10 times closer to the day care then they are now – whatever model you choose to model roadside emission the distance is still 10x closer – don’t say there is no approved model and therefore it is safe because we don’t know – at least present some model results – you are “putting your head in the sand”
Richard Sloane	NIEHS will be using leased office space on Davis Drive, just south of Hopson Road, starting late this fall. Approximately 250- 300 people will be working here, and may will need to travel back & forth each day between this site and our main facility on the Federal NIEHS / EPA campus. Will there be a safe passage for both pedestrians & cyclists to walk / cycle between this leased building and our main campus? PS- you guys have done a good job.
John Sykes	North Carolina Native Plant Society would be more than willing to do plant rescues to save plants / trees prior to construction. This would give you some good press & some inroads w/EPA & NIEHS as being environmentally conscious.

Name	Comment
Elin Ulrich	<p>Are there road designs (overpasses) that would allow the 147 spur to remain open? Have such alternatives been considered?</p> <p>Are there plans to improve the RTP road network (Alexander, Davis, Cornwallis, etc.)? Increased lanes &amp; traffic flow in these areas seem a necessity.</p>
Jason Weinstein	<p>Please don't eliminate the 147 / Alexander Drive spur road. I use this interchange frequently</p>
Don Whitaker	<p>My concern is that this project will:</p> <ol style="list-style-type: none"> <li>1) Increase my drive time to &amp; from work (see #2)</li> <li>2) Cost me much more in fuel costs and wear and tear on my vehicle due to additional mileage required to enter over Hopson Road if toll roads.</li> <li>3) Cost me approx \$200.00 per year directly out of pocket if I use the toll road.</li> </ol> <p>Please consider allowing EPA employees and NIEHS employees who are inconvenienced by this to transfer toll free</p>
No Name	<p>Keep the NC 147 spur Or Ramp to NC 54 from I-40 near current 147 spur -not wiling to drive more distance -not willing to pay tolls.</p>

**MEMORANDUM**

---

**TO:** Project File

**FROM:** Jay Bissett, Mulkey Engineers & Consultants

**CC:** Jennifer Harris, NCTA  
Adin McCann, NCTA GEC  
George Hoops, FHWA

**DATE:** April 18, 2008

**SUBJECT:** Meeting with Cisco Employees  
Triangle Parkway (TIP No.U-4763B)

A meeting for the employees from Cisco was held on Wednesday, March 5, 2008 from 1:00 to 3:00 pm at the Cisco facility in RTP. The purpose of the meeting was to provide employees an opportunity to exchange information with NCTA regarding the Triangle Parkway project. Construction of the roadway will require the closure of the Kit Creek Road/Davis Drive connection to NC 540, which was originally built by NCDOT as a temporary access. Many Cisco employees currently use this connection.

Representatives from NCTA provided a formal presentation on the status of the project followed by an hour-long question and answer session to approximately 100 employees. Forty employees attended in person, and the rest participated via Cisco TV. NCTA provided one full-size public hearing map. In addition, an 11x17 color handout of the hearing map was supplied to the employees who attended the meeting. This handout focused mainly on the area between the proposed Triangle Parkway interchanges with NC 540 and Davis Drive. Comment sheets were also distributed at the meeting. Seventeen questions and/or comments on the project were asked during the meeting and one comment sheet was received. Fifteen additional written comments were received after the meeting via email and an electronic form provided by Cisco. The following people, including representatives from NCTA, attended the meeting to answer questions as needed during the meeting:

Robb Teer	NCTA Board of Directors
Jim (J.J.) Eden	NCTA - Presenter
Reid Simons	NCTA - Presenter
Jennifer Harris	NCTA
Tracey Roberts	HNTB NCTA GEC
Spencer Franklin	HNTB NCTA GEC
Adin McCann	HNTB NCTA GEC
Jay Bissett	Mulkey Engineers & Consultants - Presenter
Johnny Banks	Mulkey Engineers & Consultants

Kirsten Weeks with Cisco started the presentation with introductions of the project team and other NCTA representatives present at the meeting. She then turned the presentation over to Reid Simons. Ms. Simons proceeded to discuss the NCTA's enabling legislation, the selection of candidate toll projects for further study by NCTA, and the growing need for alternative sources of transportation funding. She also explained that the Triangle Parkway project is one of three separate projects that comprise the Triangle Expressway toll system, which also includes the Western Wake Freeway and NC 540. Ms.

Simons introduced Jay Bissett with Mulkey Engineers & Consultants, which has been assisting the NCTA with the project studies, to continue with the presentation.

Mr. Bissett noted that the Triangle Parkway project had been included as part of the RTP Master Plan since its inception in 1958. Mr. Bissett further elaborated on the project history, including this project's continued inclusion in the Long Range Transportation Plans for both Wake and Durham Counties and RTP's Master Plan that reserved property for this roadway. He also explained the purposes for NC 540 tolling (from I-40 to NC 55), which include providing continuity in Triangle Expressway tolling, lowering the toll rate along Triangle Expressway, and faster repayment of the debt.

The purposes of the Triangle Parkway project are to:

- Improve commuter mobility, accessibility, and connectivity to the Research Triangle Park employment center.
- Reduce congestion on existing north-south routes that serve the Triangle Region, primarily NC 55 and NC 54.

Mr. Bissett explained that traffic projections and models indicate that by the year 2030, Triangle Parkway will help substantially reduce traffic volumes along sections of I-40, NC 55, NC 54, and Davis Drive in the project area.

Mr. Bissett proceeded to review the project schedule, status, and discuss results of the environmental analyses prepared for the project. The Environmental Assessment (EA) for the project is complete, and is currently available for public review on the NCTA website. The EA was also distributed to environmental regulatory agencies for review and comment. The public hearing will be held on March 25<sup>th</sup> at Sigma Xi within RTP. Based on the anticipated impacts, as well as comments received on the project to date, a Finding of No Significant Impact (FONSI) is anticipated as the final environmental document for this project. However, the type of final document will be determined after comments on the EA and public hearing are received and evaluated by FHWA, NCTA, and NCDOT. Assuming a FONSI is appropriate for the project, the final environmental document is scheduled to be completed in May 2008, with construction starting in the summer of 2008, and the road scheduled to open to traffic in late 2010.

Mr. Bissett then discussed the NC 540/Davis Drive interchange. NC 540 was designed for an ultimate connection to Triangle Parkway. NCDOT constructed a temporary connector from NC 540 to Davis Drive/Kit Creek Road in the summer of 2007. Mr. Bissett explained that NCTA is committed to keeping the connector open as long as possible. However, due to operational and safety concerns, it will have to be closed prior to completion of Triangle Parkway..

Mr. Bissett turned the presentation over to J.J. Eden with NCTA for discussion of toll fees and toll technology. The current plan for the collection of tolls is to use cashless, electronic toll collection in the form of open road tolling. The exact method for tracking vehicles has not been determined, and there are numerous types of technology available that are being evaluated. Various methods of radio frequency identification and video license plate identification are being explored. Turnpike users will be able to set-up pre-paid accounts and manage those accounts online. If a turnpike user does not have an account, the NCTA may use the video tolling capability to read the vehicle license plate and send bill to the registered owner via mail. In addition, sensors will be installed to monitor traffic flow. The information collected by the traffic flow sensors will potentially be available to turnpike users in the form of emails, text messaging, and other methods. NCTA is also exploring the possibility of installing sensors to monitor the

temperature of the pavement along the toll facility. The information will be used, for example, to determine if pre-treatment of the roadway will be needed in the event of winter weather.

The Triangle Parkway project is one of three toll projects proposed in the Triangle area. The other two projects are the Western Wake Freeway and NC 540 from NC 54 to NC 55. NCTA proposes to finance and operate these three projects as part of an integrated toll system, which will be known as “Triangle Expressway”. The revenue from the toll fees will be used for financing, operating, and maintaining the three projects. As an estimate, toll fees typically range from \$0.10-\$0.15 per mile, and the Triangle Parkway is a total of 3.4 miles. Due to the increased cost of construction, the fee will likely be closer to \$0.15 per mile, although the final decision has not yet been made. Mr. Eden further explained that an investment grade traffic and revenue study is in progress to assess the bonding and revenue needs. When this study is complete, the final determination on the toll fees will be determined.

Mr. Bissett reiterated that the public hearing for the project will be held March 25<sup>th</sup> at Sigma Xi in RTP. Comments provided at this meeting, on the EA, and at the public hearing will be responded to in the final environmental document.

Following the presentation, Ms. Weeks opened the microphone for comments. Seventeen comments and/or questions were received at the meeting. The questions/comments and corresponding NCTA responses are summarized below:

1. Comment:

- Once the debt for the existing NC 540 section is paid, will the toll be removed?

NCTA Response:

- Jay Bissett explained that the debt will need to be paid for the entire Triangle Expressway (all three projects), at which time the tolls will be removed. It is anticipated that the debt will be paid over approximately 40 years.

2. Comment:

- Has there been any consideration of tolling the rest of Raleigh Outer Loop (i.e., I-540)? What is the probability of the General Assembly passing special legislation to consider tolling existing I-540?

NCTA Response:

- Existing I-540 is not currently being considered as a potential toll facility. The General Assembly would have to pass special legislation before tolling could be considered along existing I-540. There is no serious consideration at this time, but NCTA has been asked by the state legislature to study all of the urban loops in North Carolina. The findings of this study will be presented to the General Assembly and the 21<sup>st</sup> Century Transportation Committee. When the report is complete, NCTA will provide a copy to Cisco. It will also be placed on the NCTA website for review.

3. Comment:

- Do the traffic projections take into account rising gas prices and a resulting decrease in miles driven?

NCTA Response:

- Spencer Franklin stated that the traffic projections are based on the Triangle Regional Travel

Demand Model, which is the local approved traffic model that the MPOs use for long-range planning. The model was last updated approximately 1.5 years ago. In addition, RTP traffic is comprised mostly of commuters, who tend to be affected less by changes in gas prices.

4. Comment:

- Concern was expressed about the closure of the temporary connector from NC 540 to Davis Drive/Kit Creek Road.
- Could the speed limit be reduced in order to keep the connector open?
- Concern was expressed about the resulting longer route for many Cisco employees.
- Why was the NC 540 interchange not designed to be at Kit Creek Road, rather than at Davis Drive?
- How soon do you anticipate closing the connector?
- With the closure of the connector, I will be forced to use the toll road to Hopson Road or Davis Drive. I'm in no better shape than before NC 540 opened.
- Ms. Weeks asked if NCTA's project representatives would be willing to meet with a smaller group of employees to discuss the more technical details of the interchange design.

NCTA Response:

- NCDOT opened the connector in the summer of 2007, and it was intended to be a temporary connection. This connector will need to be closed because there will not be enough room to safely include the ramps to Davis Drive/Kit Creek Road in between the NC 540/Triangle Parkway interchange. Mr. Bissett used the I-40/Davis Drive interchange as an example of the problems that can be encountered when there is a short distance in which traffic can weave. The weave distance would be even shorter for Triangle Parkway at Davis Drive/Kit Creek Road.
- Even if the speed limit were reduced, people will still drive the speed at which they feel comfortable. The design speed for the Triangle Parkway and NC 540 are 70 mph, which is the standard design speed for a freeway type facility. The Triangle Parkway will likely be signed at 65 mph.
- Although the closure would result in a longer route for some, the traffic model indicates that total number of vehicle miles traveled and vehicle hours traveled decreases for the project study area and the region. It is estimated that commuters wishing to utilizing the proposed Triangle Parkway/Davis Drive intersection will be required to travel approximately 2 additional miles once the temporary connector is closed. Ms. Simons stated that NCTA will address specific distances, commuter patterns, and travel times for Cisco.
- The designs were developed to minimize impacts to the human and natural environment, as well as to address future travel demand as indicated by the regional traffic models.
- As part of the design-build contract, the NCTA is requiring the contractor to prove that the connector has to be closed when the time comes.
- The NCTA project representatives are willing to meet with a small group of Cisco employees to further discuss the interchange design issues.

5. Comment:

- Will anything be done about the problems on I-540 at I-40? Traffic backs up on the exit to I-40.

NCTA Response:

- It is the understanding of the NCTA that NCDOT is currently studying the issue using an expedited process, but it is separate from NCTA and the Triangle Parkway project.

6. Comment:
- Will a tolling model be used to determine the amounts that different users will pay?

NCTA Response:

- J.J. Eden responded that models are being used to determine the best locations for toll collection points, as well as ways to keep tolls equal among users.

7. Comment:
- Will the NC 540/NC 55 interchange still be open? Would those drivers have to pay a toll?

NCTA Response:

- Jay Bissett explained that the NC 540/NC 55 interchange will remain open, and there will be a toll collection point located in that area. Drivers traveling from North Raleigh would have to pay a toll if they use NC 540 beyond the NC 54 interchange. If they choose to avoid the toll, they have the option of using an existing interchange such as NC 540/I-40 or NC 540/NC 54.

8. Comment:
- Will there be in-car interactive technology incorporated into the toll system?

NCTA Response:

- J.J. Eden responded that NCTA is investigating the possibilities, including tying into some GPS navigation systems. Interactive information that might be available through that system includes real-time traffic.

9. Comment:
- Has there been any consideration of pay-in-advance “all-you-can-eat” driving?

NCTA Response:

- Mr. Eden responded that NCTA is looking at different innovative ways for people to use the toll roads, including day passes, but there have been no in-depth studies or decisions yet on these possibilities.

10. Comment:
- Concerns regarding tolling NC 540, which has already been constructed using public money.

NCTA Response:

- The NC General Assembly passed the legislation to convert NC 540 ownership to the NC Turnpike Authority. The inclusion of this section of NC 540 will help retire the debt for the project faster. The tolling of NC 540 also enables a lower toll to be charged on the Triangle Parkway project.

11. Comment:
- Are escalations built into the toll models?
  - Has there been any consideration of varying tolls during the day?

NCTA Response:

- Yes, toll escalations are built into the toll models. based on cost of living.
- Yes, NCTA has considered varying tolls based on either the time of day or traffic. However, there are currently no plans to implement this strategy on the Triangle Expressway.

12. Comment:

- Has there been any discussion with RTP companies regarding helping fund construction of Triangle Expressway, and giving toll discounts to employees of those companies? A similar thing was done in San Jose for light rail.

NCTA Response:

- There has been no funding discussion with RTP companies.

13. Comment:

- Will there be a toll on the Durham Freeway?

NCTA Response:

- There will be no tolls on NC 147 north of I-40. The tolls will start with Triangle Parkway on the south side of I-40.

14. Comment:

- Why does the Town Hall Drive Extension project (TIP Project U-4763 A) (south of NC 540) need to be controlled access? Why can't there be a diamond interchange at NC 540 and Town Hall Drive, which would allow drivers to take a right onto Town Hall Drive, then a left onto Kit Creek Road, preserving the Kit Creek Road access?

NCTA Response:

- Town Hall Drive Extension is an NCDOT project, not an NCTA project. It is the understanding of NCTA, though, that no decisions on access control have been made yet for the Town Hall Drive Extension project. The NC 540 interchange was planned, designed, and constructed to provide free flow directional connections to the Triangle Parkway to the north and NCDOT TIP Project U-4763A to the south. The Triangle Parkway would simply connect to the existing interchange ramps.

15. Comment:

- If everything is electronic, why does it matter if there's a gap in tolling?

NCTA Response:

- Inconsistencies or gaps in a tolled system often result in driver confusion.

16. Comment:

- If it's going to take 40 to 60 years to pay for the road, I'd rather not pay for it.

NCTA Response:

- Thank you for your comment.

17. Comment:

- For privacy concerns, I would like to be able to remove the transponder when I'm not using it,

since it would be constantly broadcasting over radio frequencies.

NCTA Response:

- Mr. Eden responded that the NCTA Board may make a decision on toll technology at its May 2008 meeting. He indicated that he would pass the comment along to them for consideration. He added that there is a company that is developing something to put on the back of a removable tag that disable the tag's signal when it is not being used.

Following the question and answer session, several people spoke with representatives individually about their concerns with traffic volume projections, toll pricing, and closing of the NC 147 Spur. Each person was encouraged to send their comment via the comment sheets, the NCTA website, or an electronic survey form that Cisco provided to its employees to further document their concerns. Several blank comment sheets, a copy of the PowerPoint presentation, and a full-size public hearing map were left with representatives from Cisco for further use by their employees. In addition to the seventeen questions and/or comments asked during the meeting, one comment sheet was received. Fifteen additional written comments were received after the meeting via email and an electronic form provided by Cisco. A comment summary table is attached. Comments received from this meeting, at the public hearing, and through April 8, 2008 will be responded to in the final environmental document for the project.

The meeting concluded at 3:00 pm.

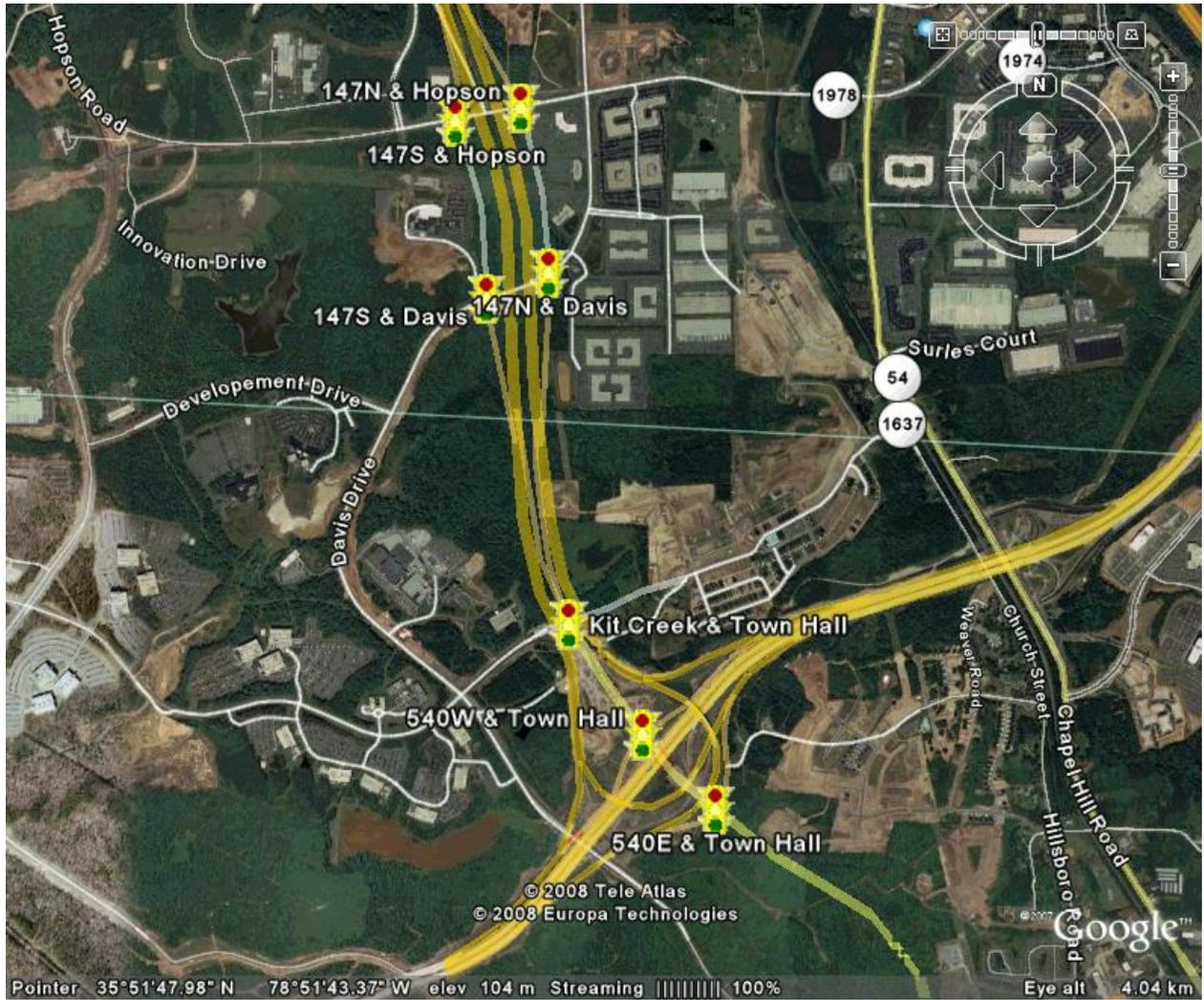
**Triangle Parkway Comment Form: Cisco**  
**March 5, 2008**

Name	Comment
John Williams	I am against the toll road concept. I will not use it. It is unfair that North Raleigh gets a free road and RTP and Western Wake County do not. The traffic pattern from Cisco is poorly thought out. It will also waste time and gasoline in order to drive traffic through the tolls. Wake should defer construction until the public is willing to pay for the road. If people do not wish to use the road, then it will make traffic patterns worse on the alternate routes. I both work and live near the road, and I am adamantly against tolling.
Owen Evans	I attended the meeting today at Cisco about the Triangle Parkway. I commented on the need to maintain the connection to Kit Creek Road. After the meeting, I spoke with Adin McCann, and offered a suggestion for a way that the Triangle Parkway and the NCDOT project U-4763A (Town Hall Drive extension) could be designed to make it happen. The basic concept is that the Town Hall / 540 interchange would be a "diamond interchange w/flyovers" instead of a "partial cloverleaf w/flyovers". For this to work, U-4763A would have to be designed as a boulevard, rather than a controlled-access freeway. Since a picture is worth 1000 words, I drew the idea up in Google maps (see attached picture). I do not know if such a design is feasible from an engineering or financial standpoint, or whether it can be designed such that it will meet AASHTO standards. But I believe some sort of engineering analysis to that effect might be worthwhile. Thank you for holding the session today, it was much appreciated.
fxdx1450@netzero.net	The map on your web page is terribly lacking in detail, and is not at all useful. Greater detail is most definitely needed in order for citizens to be properly informed.
Cisco Respondent ID 577302028	The 540/Triangle Parkway intersection needs to be redesigned to give direct access to Kit Creek Rd. If I have to get on Davis to get to Kit Creek, I'm just going to stay on Davis to I-40.
Cisco Respondent ID 577168954	I've heard that in other toll booths, if the reader doesn't read your unit, you get a bill in the mail with a fee added. How will you handle these situations? Especially if it is the fault of the toll booth. Also how will folks get charged if they do not have a unit? Say, kept it in the wrong car, how will this be addressed?
Cisco Respondent ID 577168954 (same as previous)	I'm very disappointed about the closure of the Davis Drive exit especially since the alternatives are less than agreeable. Traffic into the RTP area is congested as it is, especially where the I-540/I-40 interchange goes to 1 lane. Going further away from the campus is going to add not only a fee for the toll, but also fuel which is becoming so expensive. Doesn't seem fair all around.
Kent Phelps	My current commute route is NC 147 south to Alexander Drive to Hopson Rd. From looking at the map at <a href="http://www.ncturnpike.org/design-build/u4763b/U4763PHMAP2020108.pdf">http://www.ncturnpike.org/design-build/u4763b/U4763PHMAP2020108.pdf</a> it looks like that will be cut off and

	<p>instead NC 147 south turns into the Triangle Parkway where I would exit at Hopson and pay a toll!!!!????? Obviously, I have issues with you guys cutting off my commute route, setting up an alternative that offers me no advantages, and want to charge me to boot. Please respond back to me at <b>kent.phelps@gmail.com</b> and clarify the situation for me. Many thanks.</p>
Cisco Respondent ID 576414896	<p>Please provide justification for enclosing the 3 exits on NC 540 that travel thru the RTP section of the park. I feel that our state and federal taxes already paid for this road, and that now I am forced to pay for a road a third time. This road was built with our tax dollars to alleviate the congestion in the Park, now we are being forced off of the road. This will add considerably to our daily commute costs to our jobs with the latest estimate being .15 cents per mile. The citizens didn't get to vote on this new tax, even though our representatives were bamboozled into doing so.</p>
Cisco Respondent ID 576385064	<p>I think it's ridiculous that the Davis Drive exit which exists now and was just put in place will eventually be removed from its current location. Specifically, there is now a Davis Drive exit off NC-540 and from what I understand there will not be in the future; it will change to a Triangle Expressway exit where you have to pay ANOTHER toll just to get off @ Davis Drive. This doesn't seem like it's in the best interest of any motorist that may travel to the Davis Drive exit and should not come to fruition.</p>
Cisco Respondent ID 576340023	<p>Can the maps that were shown at the meeting be posted online somewhere? I was watching via IPTV and couldn't really see the maps in detail, and the slides were not displaying (if there were any). Thanks.</p>
Cisco Respondent ID 576332855	<p>When do you expect the tolling to start?</p>
Cisco Respondent ID 576332855 (same as previous)	<p>Prior to the meeting there was some information that the Davis Drive exit toll would be \$1 or more each direction. In the meeting, it was mentioned that the national average is around 15 cents per mile and that is what is being looked at. If the toll charged is 15 cents/mile or below that is affordable to me. If you get into the \$1 per direction range then that is not affordable and I would consider alternate routes. Please keep the tolls reasonable and you will probably get more people using the toll and reduce the impact a higher toll might cause at the I-40 exit.</p>
Cisco Respondent ID 576320159	<p>Since the precedent has been set for converting existing roads (NC 540 between I40 and NC 55) from freeways to toll roads, it seems logical that the remainder of I-540 (the existing northern/eastern portion of the loop) should also be converted to a toll road. Is this being considered? If not, then what are the issues preventing this and how can this be put on the table for discussion in the legislature? Additionally, NC should install tolls at all Interstate border crossings (I-95 at VA &amp; SC, I-40 at TN, I-85 at VA and SC). Is this being considered? If not, then what are the issues preventing this and how can this be put on the table for discussion in the legislature?</p>
Cisco Respondent ID 576238328	<p>What is the cost of a toll from Cisco in RTP to Holly Springs?</p>

Cisco Respondent ID 576238328 (same as previous)	When is the estimated completion date?
Cisco Respondent ID 576236600	Do you have a map of the Western Wake part?

### Owen Evans Sketched Suggestion



## MEMORANDUM

---

To: Project File

From: Michelle Fishburne, Mulkey Engineers & Consultants

cc: Jennifer Harris, NCTA  
Adin McCann, NCTA GEC

Date: April 24, 2008

Subject: Meeting with Representatives of Cisco and the Regional Transportation Alliance  
Triangle Parkway (STIP No.U-4763B)

A meeting with representatives from Cisco and the Regional Transportation Alliance (RTA) was held on April 7, 2008 in the conference room at Mulkey Engineers & Consultants Office on Tryon Road. This meeting was held to review access options developed by Cisco and RTA. The representatives attending the meeting include the following:

Kirsten Weeks	Cisco
Keith Spainhour	Cisco
Tom Colwell	Cisco
Joe Milazzo, II	Regional Transportation Alliance
Jennifer Harris	NCTA
Adin McCann	HNTB NCTA GEC
Nathan Phillips	HNTB NCTA GEC
Jay Bissett	Mulkey Engineers & Consultants
Bill Hood	Mulkey Engineers & Consultants
Johnny Banks	Mulkey Engineers & Consultants
Michelle Fishburne	Mulkey Engineers & Consultants

Jennifer Harris started the meeting with introductions and stated the purpose of the meeting was for Cisco and RTA to share their concerns and ideas related to the access and traffic operations of the Triangle Parkway. Ms. Harris provided an update on the project schedule, including the Post Hearing Meeting scheduled Friday, April 11, 2008, and the design efforts currently in progress by the Design/Build teams. She noted that each of the Design/Build teams have the task of providing access to Hopson Road and Davis Drive and that their goals will be to find the most efficient and operational design. Coming out of this meeting, NCTA wants to understand the purpose and goals of any proposed concepts. If possible and appropriate, there may be opportunities to incorporate these goals into the Design/Build scope of work.

Kirsten Weeks noted their office had been having internal reviews to clarify how the project affects their campus. She added Cisco's appreciation to NCTA for being open to listening and considering other design ideas for access provided to Research Triangle Park (RTP) employees. Ms. Weeks and Joe Milazzo clarified that both Cisco and the Regional Transportation Alliance are in support of the goals of Research Triangle Foundation (RTF) and the Triangle Parkway project.

Cisco employees understand the connection provided at Davis Drive was temporary (NC 540 spur);

however, they are one of the largest employers in RTP with 4,500 people, many of whom are currently accessing Kit Creek Road via the NC 540 spur. Therefore, the information they want to share with NCTA includes ideas for improving access and traffic circulation for all RTP employees relative to Davis Drive and Hopson Road. Ms. Harris noted the interchanges at these two locations are included in the DCHC MPO and CAMPO Long Range Transportation Plans. The Triangle Parkway was planned and is designed as a freeway facility with full control of access. Therefore, it is nearly impossible to provide and accommodate site-specific access to each employer in RTP.

Mr. Milazzo clarified the goals of Cisco and RTA in presenting these concepts to NCTA for consideration. These goals included:

1. Maximize efficiency on Davis Drive and/or Hopson Road by having fewer traffic signals;
2. Maintain as much free-flow movement as possible;
3. Streamline improved access to Kit Creek Road;
4. Maintain viability of Triangle Parkway as a turnpike project; and
5. Provide a design that supports planned development by providing efficient access to areas on Kit Creek Road west of Triangle Parkway.

Mr. Milazzo stated that conducting this meeting with NCTA was a positive sign to RTA and local businesses that NCTA is truly open to public input on the candidate toll projects. Mr. Milazzo stated that he appreciated the willingness of NCTA to meet to discuss the information.

Mr. Milazzo proceeded to elaborate on the PowerPoint Slides showing six design options. These design options were sent to NCTA representatives on April 3, 2008. The email and slides are attached. The ideas presented were developed using input from people that had daily driving experiences within RTP. Mr. Milazzo noted that the design concepts presented were ideas and had not been verified based on design criteria, physical vertical/horizontal grades, or traffic operations; however, he requested NCTA consider the merit of these ideas for the project. The following information was discussed regarding each design/slide provided:

1. Slide 0: EA Preferred Alternative - Split-Diamond Interchange Design
  - Design provides access for all movements to/from Triangle Parkway, Hopson Road, and Davis Drive.
  - Design was chosen since it had less wetland and stream impacts than the partial cloverleaf option previously considered.
  - Design optimizes operations of freeway facility by preventing queues from extending to the Triangle Parkway mainline in the design year (2030).
  - Four new traffic signals are proposed with this interchange, which would require Cisco and other RTP employees traveling northbound Triangle Parkway to navigate through a minimum of two traffic signals to access businesses. Southbound Triangle Parkway traffic could exit at Hopson Road and turn right to access Cisco, encountering just one new traffic signal.
  - Cisco noted that this could be a considerable delay compared to the access provided now from the NC 540 spur and/or the NC 147 spur.
2. Slide 1-A: Existing Design, plus the addition of 2 “Texas X-interchange” style slip on-ramps
  - Design modification includes two slip-ramps, one along each service road.
  - Design provides access onto Triangle Parkway using the ramp and eliminates the need to

- travel through the signalized intersections at the interchange ramp terminals.
  - Design removes through traffic from the intersections with on-ramps (southwest quadrant and northeast quadrant intersections).
    - Queuing storage lengths along service roads and Davis Drive at the southwestern quadrant intersection and Hopson Road at the northwestern quadrant intersection are questionable.
    - Physical constraints for grade between service roads and Triangle Parkway need to be reviewed. Johnny Banks stated that there was an approximately 30-foot grade difference between the mainline and the service roads.
    - The addition of slip ramps to the mainline would likely require the Hopson Road and Davis Drive bridges to be larger to accommodate merging traffic.
    - Operational analysis for intersections, ramps, and width of service roads would need to be investigated. Once general concern would be the proximity of the slip ramp from the southbound service road and southbound Triangle Parkway off-ramp intersection. Dual left-turn lanes are proposed on westbound Hopson Road. Once these two-lanes turn onto the southbound service road, there may not be sufficient weaving distance for this traffic to maneuver between the ramp terminal intersection and the slip ramp.
3. Slide 1-B: Existing Design, plus the addition of “Texas X-interchange” style slip on & off ramps
- Design modifications further reduce the traffic traveling through the signalized ramp terminal intersections at Hopson Road and Davis Drive.
    - Signal phasing is reduced.
    - Could incorporate methods for opening/closing ramps based on peak-hours or direction of operation.
    - Similar concerns with this design (as with Slide 1-A) regarding the grades required to connect the slip ramps to the service roads, the additional laneage needs on the service roads, potential weaving on service roads, traffic control on service roads, and the storage lengths at the interchange ramp terminal intersections.
    - Additional toll gantries would be needed, and could be added.
    - Another concern included the lane tapers required for the merging and diverging traffic.
    - The bridges would need be widened to accommodate the slip ramps to/from Triangle Parkway.
    - Further investigation is needed to determine the feasibility of connecting the service road and ramps because of existing grade differences. (*retaining walls could be considered, but would increase construction costs*) Ramps may require braiding to eliminate weaving concerns.
    - Additional right of way impacts to account for the additional lanes on the service roads and new merge/diverge areas would be required.
4. Option 1-C: Modification to Slide 1-A - Existing Design, plus the addition of 2 “Texas X-interchange” style slip on-ramps
- This option was discussed at the meeting and is similar to Slide 1-A, except that the east side slip ramp would be reversed to have traffic exit from Triangle Parkway to the service road.
    - Nathan Phillips noted that from a traffic operations perspective, reversing the movement of the Slide 1-A east side slip ramp might be a better fit in terms of projected traffic volumes. This would allow traffic traveling northbound Triangle Parkway to exit to Hopson Road and avoid a signalized ramp terminal intersection at Davis Drive.

5. Slide 2: Existing Design, plus addition of 1 slip on-ramp, 1 slip off-ramp, 2 “median U-turn” style turning roads
  - Design would reduce left-turns and through traffic at several of the intersections.
  - Design may be non-directional for several movements; but has the potential to keep traffic moving and from stopping at traffic lights.
  - Signal phasing is reduced at 3 of the 4 interchange ramp terminals.
  - The bridges would need to be widened and lengthened.
  - Retaining walls would be required.
  - Travel patterns could be confusing for users and signing may be difficult.
  - Service roads may need to be widened. This will result in need to acquire additional right-of-way.
  - Potential weaving and traffic control on the service road is an area of concern.
  
6. Slide 3: Mainline relocated west to create room for 1 northbound off-ramp loop and 1 northbound on-ramp loop, also includes a southbound slip on-ramp
  - Design provides reduced phasing for all four proposed signals. Some free-flow movements are provided.
  - Service roads remain.
  - Alignment shift required to fit loops.
  - Signal phasing is improved.
  - Traffic may be funneled to Hopson Road/Davis Drive Intersection.
  - Travel patterns could be confusing for users and signing may be difficult.
  - Service roads may need to be widened.
  - Merge lanes and storage lengths would need to be investigated.
  - Bridges may need widened to accommodate loop ramps.
  - Area of impact could be greater.
  - May require federal property; federal landholder is not a willing seller.
  
7. Slide 4: Kit Creek Road reconnection relocated to north to allow for partial cloverleaf (or trumpet) with Triangle Parkway; Davis Drive interchange ramps deleted and Hopson Road a SPUI
  - Design is the preference of Cisco and RTA based on input from people driving in RTP.
  - Design concept eliminates two proposed signals on Davis Drive through elimination of interchange.
  - Design concept eliminates one proposed signal on Hopson Road through a single-point urban interchange (SPUI).
  - SPUI may create need to acquire additional right-of-way in area of Hopson Road.
  - Service roads not needed.
  - SPUI would need to be analyzed for new traffic patterns.
  - No new signals on Davis Drive.
  - Assumes Kit Creek Road extension constructed.
  - Kit Creek interchange ramp terminals would likely need to be signalized.
  - Concept would reduce right-of-way required in area of Davis Drive.
  - Kit Creek Road is not a planned thoroughfare.
  - Kitts Creek subdivision currently concerned about connection and potential of cut-

through traffic.

- MPO Long Range Transportation Plans, State Implementation Plan, and air quality conformity model based on interchanges at Davis Drive and Hopson Road.
- Additional traffic directed to Hopson Road/Davis Drive intersection which is currently projected to fail in design year (2030).
- Interchange at Kit Creek Road would not allow future State Transportation Improvement Program (STIP) Project U-4763A between NC 540 and McCrimmon Parkway to access Kit Creek Road.
- Potential impacts to Biogen parking deck that might also affect entire Biogen facilities and site.
- Additional right-of-way acquisition would be required to shift Kit Creek Road alignment to the north on the east side of Triangle Parkway
- Short weave distance between NC 540 and Kit Creek Road.

8. Additional Design Concepts Identified:

- Connect WB NC 540 to Kit Creek Road through modification of the existing NC 540 interchange ramp to northbound Triangle Parkway
- Provide slip ramp from T.W. Alexander Drive to southbound Triangle Parkway
- Provide on-ramp from NC 54 to south bound Triangle Parkway
- Provide slip ramp from I-40 eastbound to T.W. Alexander Drive.

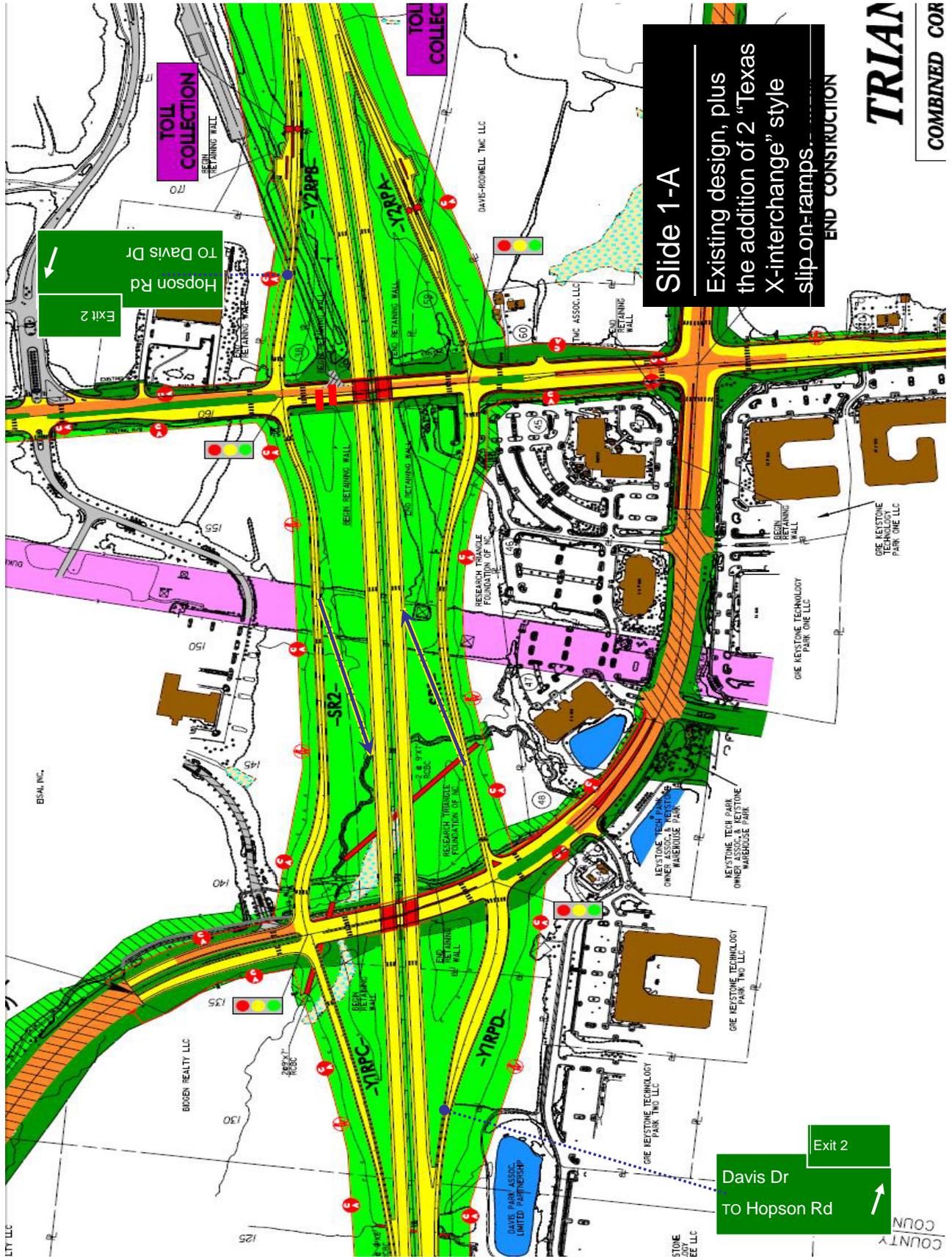
Ms. Harris clarified that NCTA is in the process of completing the final environmental document, which will address all comments received on the EA and at the Public Hearing. Each signalized intersection at the Davis Drive and Hopson Road interchange ramps operates at Level of Service E or better in 2030 and provides access for all travel directions. The Design/Build teams are charged with developing cost effective final design plans with a similar footprint, in order to continue minimize impacts to both the human and natural environment. Therefore, the Design/Build team's proposed design may or may not be the same as what was shown at the Public Hearing and in the final environmental document. Ms. Harris noted that the completion of the final environmental document would not preclude new ideas from being considered.

Ms. Harris stated that the next step for NCTA would be to include these design concepts in the comment record and review them at the Post Hearing Meeting with NCDOT and FHWA. These ideas would be included in the final document as part of the administrative record and would be shared with the Design/Build teams to consider in their proposals. To clarify the access goals for Davis Drive and Hopson Road for the Design/Build Teams, Ms. Harris requested that a summary of the access issues be provided to her for use in relaying the ideas and interest in improving access for RTP employees (see attached emails dated April 11, 2008 and April 21, 2008).

Ms. Weeks and Mr. Milazzo stated their next step would be to meet with RTF to discuss the designs further. Mr. Milazzo stated their appreciation for the meeting and noted they all looked forward to continuing the coordination with NCTA as the project proceeds into the Design/Build phase.

The meeting concluded at 4:30 pm.





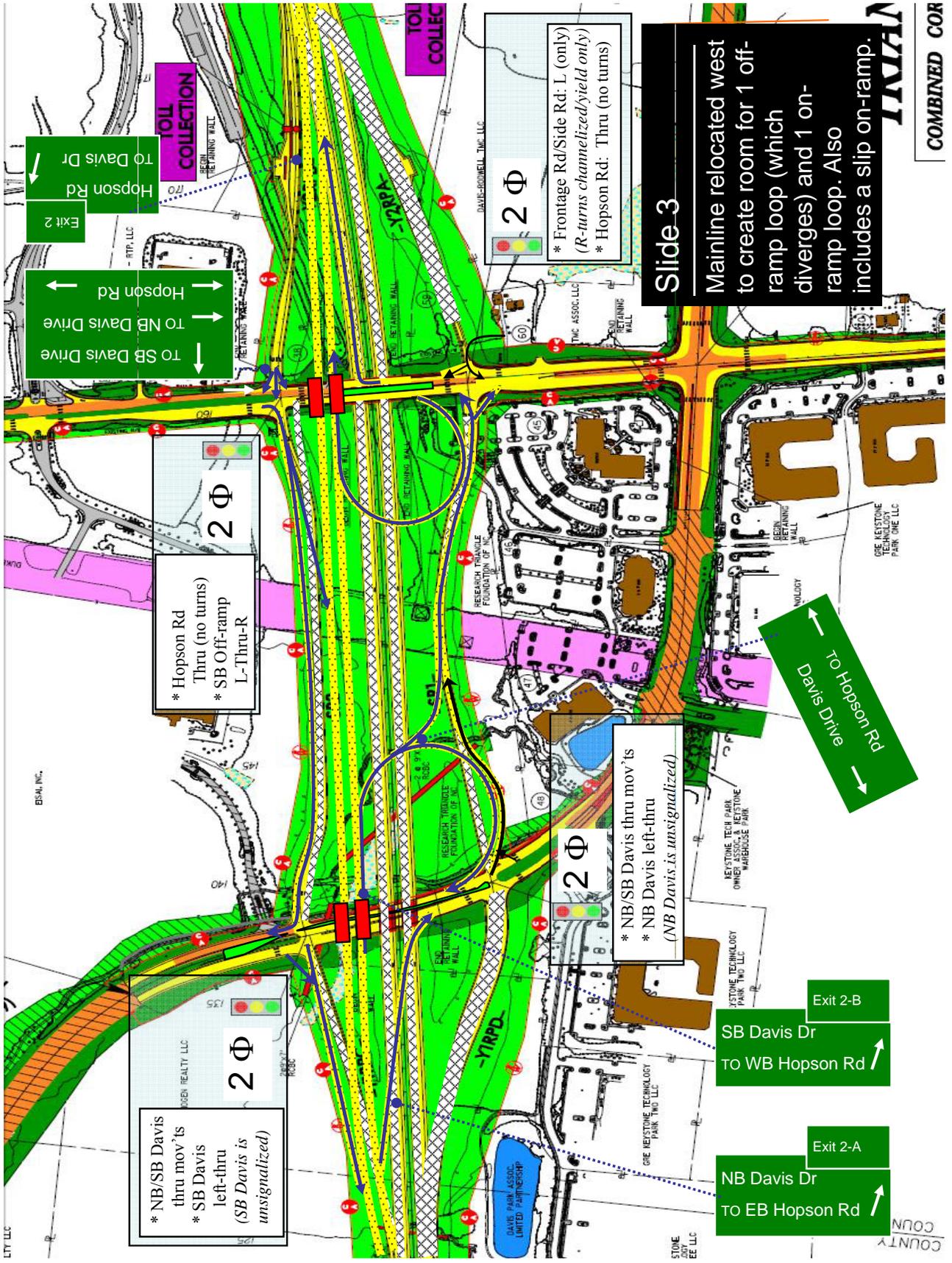
**Slide 1-A**  
 Existing design, plus  
 the addition of 2 "Texas  
 X-interchange" style  
 slip-on-ramps.  
 END CONSTRUCTION

**TRIAN**  
 COMBINED COR

Exit 2  
 Davis Dr  
 TO Hopson Rd







**Slide 3**

Mainline relocated west to create room for 1 off-ramp loop (which diverges) and 1 on-ramp loop. Also includes a slip on-ramp.



**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

**\*Note:** Many comments received from both the regulatory agencies and public were similar and related to common concerns. This table is provided as an “index” of responses for repetitive comments in order to manage the volume of information. In addition, collectively addressing similar comments provided a clearer format for reviews by agencies and within this Finding of No Significant Impact (FONSI). This Index applies to the responses provided within three Comment Summary Tables: Table B-6 in Appendix B and Tables C-1 and C-2 in Appendix C.  
*(This same Index Table is included within both Appendix B and Appendix C for the reader’s convenience.)*

C-278

Response Number	* Response
<b>Project Coordination</b>	
<b>RA</b>	Throughout the Triangle Parkway project development process, NCTA closely coordinated with federal, state, and local agencies, through Turnpike Environmental Agency Coordination (TEAC) meetings. NCTA provided regulatory and resource agencies updates on the project status, affected environment, environmental consequences, and permitting application preparation for Triangle Parkway at six TEAC meetings between December 2006 and December 2007. NCTA will continue to coordinate with these agencies throughout the construction phase of the project.
<b>RB</b>	The Capital Area Metropolitan Planning Organization (CAMPO) and Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) both include this project as a toll facility in their Long Range Transportation Plans, and it is also included as a toll facility in the approved Triangle Regional Travel Demand Model. The 2007-2013 State Transportation Improvement Program (STIP) identifies Triangle Parkway as an NCTA project with “funding by others.” For this project, the term “funding by others” refers to the use of toll revenues and other non-traditional funding sources.
<b>RC</b>	NCTA representatives have been working with environmental regulatory and resource agencies as well as the public and property owners within the project area throughout the development of the project. Coordination with the public and Research Triangle Park (RTP) property owners will continue throughout the Design Build and right-of-way negotiation phases in order to further avoid, minimize, and mitigate (if appropriate) impacts to both the natural and human environment. In accordance with the final Design Build Request for Proposals (RFP), which was issued in February 2008, the contract between NCTA and the Design Build Team will include assurances for continued coordination with affected property owners. Right-of-way negotiations are anticipated to begin in August 2008.
<b>RD</b>	This comment was further discussed with USEPA at a May 5, 2008 and/or a May 21, 2008 meeting between USEPA and FHWA; it was determined that no additional information is required within the EA or FONSI to address this comment. Meeting minutes are provided in Appendix B of the FONSI.
<b>Significant Natural Heritage Area</b>	
<b>RE</b>	The North Carolina Native Plant Society has expressed interest in performing plant species relocations for Earle’s blazing star ( <i>Liatris squarrulosa</i> ) and, if present, <i>Marshallia</i> sp.1 within the designated Significant Natural Heritage Area (Site ID 2527) prior to construction. This area is located approximately two miles south of the I-40/NC 147 interchange. NCTA welcomes this offer and has provided a commitment in the FONSI to provide members of this group with an opportunity to assist in relocating plant species in this area.
<b>Additional USEPA Coordination</b>	
<b>RF</b>	The roadway location and measures to avoid and minimize impacts to the streams were coordinated with regulatory and resource agencies throughout the project studies during TEAC meetings. The project development process and progression of the designs for the project were discussed and reviewed further with USEPA at meetings on May 5, 2008 and May 21, 2008 with FHWA and at a meeting with FHWA, NCTA, NCDOT, USACE, NCDWQ, and USEPA on May 23, 2008.

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

	<p>At the May 5, 2008 meeting, the USEPA agreed that if NCTA holds a second “Concurrence Point 4C-Permit Review”-type meeting, it would satisfy their comment in that the roadway location and measures to avoid and minimize impacts to the streams will have been sufficiently coordinated with regulatory agencies, including USEPA, NCDWQ, and USACE.</p> <p>At the May 23<sup>rd</sup> meeting, the USACE and USEPA noted their intent to review the USEPA Region 4 comments regarding mitigation for intermittent stream impacts further and provide additional comments during the permitting process. The minutes of the three meetings are included in Appendix B of the FONSI.</p>
<b>NC 147 Spur</b>	
<b>R1</b>	<p>NCDOT planned, designed, and constructed the NC 147/I-40 interchange to provide all movements for NC 147, I-40, and the future Triangle Parkway. This interchange was constructed with the intent that the NC 147 spur connection to T.W. Alexander Drive would eventually be closed to provide the connection for Triangle Parkway. In addition, NCTA’s professional engineering design staff and consultants have completed an independent assessment of the existing NC 147 spur. They found that maintaining the NC 147 spur as part of the Triangle Parkway project is unfeasible and unsafe for multiple reasons, including:</p> <ul style="list-style-type: none"> <li>• The Triangle Parkway is proposed as a freeway facility with full control of access. As such, guidance developed by the American Association of State Highway Transportation Officials (AASHTO) recommends an urban interchange spacing of one mile for safety and operation. Minimum spacing of urban interchanges is determined by assessing weaving volumes, ability to sign, signal progression along cross streets, and lengths of speed-change lanes. Urban interchanges less than a mile apart can be constructed if designed with grade-separated ramps or by adding collector-distributor roads. The short distance between the NC 147 spur and I-40 and the high traffic volumes projected on Triangle Parkway and I-40 result in the determination that maintaining the NC 147 spur is unfeasible and unsafe.</li> <li>• If the NC 147 spur was maintained, it would create a weaving section of approximately 720 feet between it and the existing I-40/NC 147 interchange. The design guidelines (<u><a href="#">AASHTO-Geometric Design of Highways and Streets</a></u> and <u><a href="#">NCDOT Highway Design Manual</a></u>) require a minimum weaving section of 2,000 feet for safety.</li> <li>• The proposed alignment and grade of the Triangle Parkway is such that a horizontal curve is required in the area of the NC 147 spur. This horizontal curve will require the roadway section to be super-elevated, or banked, to allow vehicles to maintain a safe traveling speed while operating in the curve section. The super-elevation for this roadway section would negatively impact the existing access point to T.W. Alexander Drive.</li> <li>• Providing access for only one of the four possible movements at this location is non-standard and would be confusing to users unfamiliar with the area.</li> </ul>
<b>R2</b>	<p>The NCTA has agreed to keep the NC 147 spur between I-40 and T.W. Alexander Drive open as long as possible during construction of the Triangle Parkway. This will be accomplished by providing a detour when the existing NC 54 bridge over Triangle Parkway is replaced. The addition of this detour has added additional cost to the project, but NCTA believes it is reasonable expense in order to address concerns expressed by the traveling public.</p>
<b>R3</b>	<p>With the removal of the NC 147 spur, a potential shift in traffic to the USEPA/NIEHS Hopson Road entrance is anticipated. NCDOT has committed to allowing a policy exemption on Hopson Road to provide full-movement access at the entrance to the USEPA/NIEHS campus as a form of mitigation for the access change associated with closure of the NC 147 spur. (NCDOT design policy requires a minimum of 1000 feet of control of access from the ramp intersection. The policy further states if 1000 feet of control of access cannot be maintained then 350 feet of control of access should be maintained and then a raised island should then be used to eliminate left turns for the remaining 650 feet.) In addition, the installation of a future signal (when warranted and approved by NCDOT) at the entrance to the USEPA/NIEHS campus will also assist in mitigating the access changes from the required closure of the NC 147 spur.</p>

C-279

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

<b>R4</b>	Even with the removal of the NC 147 spur, the addition of the proposed Triangle Parkway to the transportation network would provide congestion relief benefits to the existing study area transportation network. The traffic analysis shows that the proposed Triangle Parkway project reduces traffic volumes on NC 54, NC 55, Davis Drive, Page Road, and Miami Boulevard, while traffic along T.W. Alexander Drive within the study area increases by 5,400 vehicles per day north of I-40 and 6,400 vehicles per day (vpd) south of I-40 in year 2030.
<b>R5</b>	Although some individuals within the study area would experience longer trip lengths due to the removal of the NC 147 spur, the overwhelming majority of trip lengths within the study area will be reduced. This reduction was quantified by the overall decrease in vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT) for the study area in the year 2030. The analysis conducted for the Triangle Parkway project area shows a 2030 daily VMT reduction of 70,286 (-1.85 percent) and a VHT reduction of 7,576 (-7.44 percent). The VMT and VHT analysis is documented in <u>North Carolina Turnpike Authority STIP Project U-4763B – Triangle Parkway Traffic Operations Technical Memorandum Northern Wake Expressway to I-40</u> (January 2008).
<b>Air Quality</b>	
<b>R7</b>	USEPA’s conformity rule does not require, and FHWA does not perform, dispersion modeling for ozone concentrations as part of highway project air quality analyses. Ozone is a regional-scale pollutant, and one would not expect measurable microscale ozone impacts from individual highway projects. Instead, ozone impacts of highway projects are determined through the regional transportation conformity process, using the budget test (or interim emissions tests, if they apply) to evaluate the impact of the transportation plan and STIP as a whole on ozone precursor emissions. This project is included in a conforming 2030 Long Range Transportation Plan and 2007-2013 MTIP for the eight-hour Ozone Standard in compliance with 40 CFR 51 and 93.
<b>R8</b>	The MSAT analysis was conducted in accordance with the Federal Highway Administration Interim Guidance on Air Toxic Analysis in NEPA Documents dated February 3, 2006. The interim guidance establishes three levels of review. The highest level is required only for projects that have relatively high traffic volumes (generally 140,000 ADT or more) on a facility located in proximity to populated areas. The highest level of analysis required under the guidance is a quantitative assessment of total MSAT emissions in the study area. The highest level of analysis called for in the MSAT guidance was performed for the Triangle Parkway project. The overall approach applied in the MSAT guidance characterizes the trend in MSAT emissions and the difference in MSAT emissions between alternatives, but does not attempt to characterize health risks or microscale impacts, due to the uncertainty associated with available analysis tools. In late 2007, the U.S. District Court in the Southern District of Maryland upheld this approach in ruling on a challenge to the Inter-County Connector project, stating that “the Defendants’ methodology was reasonable and should be upheld . . . Defendant’s failure to consider Plaintiffs’ approach to the health effects analysis, which could be ascertained, if at all, only through uncertain modeling techniques, did not preclude informed decision-making under NEPA.”
<b>R9</b>	FHWA has concerns about using dispersion techniques (i.e., noise barrier construction, retaining walls, and guardrails) in an attempt to affect the concentration of a pollutant in the ambient air. More information on the effectiveness and reliability, plus the design specifications required to influence a beneficial change, would be needed before authorizing construction of a physical barrier specifically to mitigate localized air quality impacts. Any design changes that involve reducing lane, median, and/or shoulder widths would require safety design compromises, which would need to be investigated; in addition, such changes would affect the design capacity of the facility and would adversely affect vehicle operating speeds and MSAT emissions. Therefore, these types of design changes have not been incorporated into the project.
<b>R10</b>	The six (6) priority MSATs identified in FHWA’s Interim Guidance on Air Toxic Analysis in NEPA Documents are based on USEPA’s 2001 Mobile Source Air Toxics regulation. This rule identified acetaldehyde, acrolein, benzene, 1,3-butadiene, diesel particulate matter, and formaldehyde as being significant contributors to national emissions of hazardous air pollutants among the MSATs evaluated in the rulemaking. We acknowledge that USEPA does not refer to these pollutants as “priority MSATs” but FHWA treats them as such for analysis purposes.
<b>R11</b>	MSAT emissions are projected using USEPA’s MOBILE6.2 model, which is the official model for the US (outside of California) for mobile source emissions analysis. The projections take into account enforceable motor vehicles and fuels control programs as of the time that MOBILE6.2 was finalized. It does not take into account the more recent control programs adopted as part of the 2007 MSAT rule. In that respect, the analysis can be considered conservative.

C-280

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-281

<b>R11a</b>	<p>FHWA is aware that researchers have applied dispersion modeling and risk assessment techniques to attempt to characterize health impacts near roadways. The authors of a recent National Cooperative Highway Research Program Report (NCHRP) entitled “Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process,” (2007), recommended dispersion modeling and risk assessment for certain types of projects. FHWA’s concern with these methods is that most researchers do not attempt to quantify the uncertainties involved in such analysis. In cases where uncertainties involved in dispersion modeling (including traffic estimation and emissions modeling) have been assessed, the results of this type of analysis are generally thought to be accurate within a factor of two. Exposure calculations and pollutant-specific risk estimates involve additional uncertainty. In contrast, the difference in emissions between the build and no-build scenarios for this proposed project is only three percent. Thus, FHWA does not consider dispersion modeling and/or risk assessment worthwhile in the context of transportation projects like the Triangle Parkway, since the available tools are much less precise than the change in emissions they would be used to assess. For additional information, see Issue Paper # 4 in the memorandum dated September 27, 2007 from the FHWA Office of Natural and Human Environment to the FHWA Maryland Division Administrator, cited in the Environmental Reevaluation issued on October 5, 2007 for the Inter-County Connector (ICC) project in Maryland. (These materials are incorporated by reference in this response and are included in the project file for the Triangle Parkway project.) Issue Paper # 4 was prepared by FHWA air quality experts and explains the reasons why the NCHRP report does not justify a change in FHWA’s approach to analyzing air toxics.</p> <p>FHWA’s MSAT guidance relies on MSAT emissions analysis to characterize the likely impacts of proposed highway projects, because emissions analysis provides a meaningful assessment of the likely impacts of changes to the highway network, while involving much less uncertainty. In addition, the emissions analysis found that emissions in 2030 will have declined by 46 percent from present-day levels, suggesting that the impact of the affected roadway network on public health will improve regardless of which alternative is selected.</p>
<b>R11b</b>	<p>The information that there would be increases and decreases in localized MSAT emissions is provided in the interest of public disclosure. However, as noted above, FHWA does not believe that available analysis tools are precise enough to quantify the health effects of these localized changes. Also, it is important to remember that MSAT health effects are based on annual-average exposure (for non-cancer effects) and 70-year lifetime exposure (for carcinogenic effects). Thus, the change in emissions in one localized area is not a reliable indicator of overall health impacts, because it does not represent the change in overall annual or lifetime exposure.</p>
<b>R11c</b>	<p>FHWA acknowledges that analysis tools are available and have been used by air pollution professionals in a variety of contexts. However, FHWA does not believe that these tools are precise enough to meaningfully characterize changes in health impacts due to small changes in MSAT emissions in the context of a microscale assessment of individual highway projects. The referenced National Cooperative Highway Research Program Report (NCHRP) represents the opinion of one consultant, and does not attempt to quantify uncertainties or justify more advanced MSAT analysis in the face of these uncertainties. This report simply acknowledges uncertainties and then states that dispersion modeling and risk assessment should be conducted regardless, without any supporting rationale.</p>
<b>R11d</b>	<p>FHWA acknowledges that screening-level risk assessment techniques are available, but once again disputes their usefulness in the context of individual highway projects. The conservative assumptions suggested by the USEPA comments as a way of simplifying the analysis would result in uncertainties that are orders of magnitude greater than the three percent difference in emissions between alternatives. We disagree with USEPA that such large uncertainties are not important in the context of comparing alternatives that result in such small changes in emissions. We also reiterate that emissions in the future will be lower than current conditions regardless of which alternative is chosen, and point out that the build alternative has lower emissions than No Action in 2011.</p>
<b>R11e</b>	<p>The EA identifies the potential health effects associated with exposure to mobile source air toxics (MSATs) and other air pollutants and describes several studies and ongoing research. FHWA’s interim guidance on MSAT analysis (dated Feb. 3 2006) cites additional studies. In addition, in response to comments submitted on the Inter-County Connector (ICC) project in 2007, FHWA air quality experts reviewed more recent studies, including the study by Dr. James Gauderman, et al., "Effect of Exposure to Traffic on Lung Development from 10 to 18 Years of Age: A Cohort Study" (The Lancet, Feb. 2007). FHWA’s air quality experts concluded "while they add to the existing body of knowledge, they do not substantially change our understanding of the potential health</p>

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

	<p>impacts that may be caused by exposure to pollution." The FHWA air quality experts also noted that "not all studies show a negative health impact" from exposure to near-roadway air emissions, and in fact one recent study "only found weak associations between proximity to major roadways and health effects." These findings are summarized in a memorandum dated September 27, 2007 from the FHWA Office of Natural and Human Environment to the FHWA Maryland Division Administrator. (See Issue Paper # 3 in the September 27, 2007 memorandum). The FHWA Maryland Division cited the September 27, 2007 memorandum in an Environmental Reevaluation issued on October 5, 2007, in which FHWA determined that new information concerning air quality issues did not require a supplemental EIS for the ICC project. Since late 2007, the scientific literature concerning air toxics continues to expand, but the findings in FHWA's October 2007 reevaluation remain valid. The September 27, 2007 memorandum and the October 5, 2007 reevaluation are both incorporated by reference in this response and have been included in the project file for the Triangle Parkway project.</p> <p>Based on these findings, FHWA believes the discussion of MSATs in the EA, including the discussion of recent and ongoing scientific research, is sufficient. While the scientific literature on this subject is vast, and is constantly expanding, it is not necessary for a NEPA document to include a bibliography or a literature review of available studies on all potential environmental impacts. The EA summarizes what is known from existing research, discusses the potential impacts on human health, and identifies areas of uncertainty and ongoing investigation. This level of analysis is sufficient to meet the requirements of NEPA.</p>
<p><b>R11f</b></p>	<p>From a policy standpoint, FHWA's current approach on the issue of global warming is as follows: To date, no national standards have been established regarding greenhouse gases, nor has USEPA established criteria or thresholds for greenhouse gas emissions. On April 2, 2007, the Supreme Court issued a decision in Massachusetts et al v. Environmental Protection Agency et al that the USEPA does have authority under the Clean Air Act to establish motor vehicle emissions standards for CO<sub>2</sub> emissions. The USEPA is currently determining the implications to national policies and programs as a result of the Supreme Court decision. However, the Court's decision did not have any direct implications on requirements for developing transportation projects.</p> <p>FHWA does not believe it is informative at this point to consider greenhouse gas (GHG) emissions in an Environmental Assessment (EA) for an individual road construction project, such as Triangle Parkway. The climate impacts of CO<sub>2</sub> emissions are global in nature. Analyzing how alternatives evaluated in an EA might vary in their relatively small contribution to a global problem will not better inform decisions. Further, due to the interactions between elements of the transportation system as a whole, emissions analyses would be less informative than ones conducted at regional, state, or national levels. Because of these concerns, FHWA concludes that we cannot usefully evaluate CO<sub>2</sub> emissions in this EA in the same way that we address other vehicle emissions.</p> <p>FHWA is actively engaged in many other activities with the DOT Center for Climate Change to develop strategies to reduce transportation's contribution to GHGs—particularly CO<sub>2</sub> emissions—and to assess the risks to transportation systems and services from climate change. FHWA will continue to pursue these efforts as productive steps to address this important issue. FHWA will review and update its approach to climate change at both the project and policy level as more information emerges and as policies and legal requirements evolve.</p> <p>Lastly, it is important to note that while the Triangle Parkway project will provide new road capacity, the new capacity will be priced (tolled), which serves as a demand management tool in addition to providing needed project financing. The traffic forecasting for this project shows that, with tolling, the Triangle Parkway project will actually result in a small decrease in both vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT). See Response R5. Because VMT and VHT are correlated with GHG emissions, this data suggests that the Triangle Parkway project may marginally reduce GHG emissions in the study area. This potential reduction in GHG emissions would be insignificant on a global scale, but is noted here for informational purposes in connection with the comments concerning GHG emissions and climate change.</p>

C-282

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

<b>R11g</b>	In USEPA’s MOBILE6.2 model, MSAT emissions rates generally decline with increasing vehicle speed. (The exception to this is diesel particulate matter, where MOBILE6.2 does not adjust emissions rates based on changes in speed.) The MSAT analysis demonstrates that the change in emissions between alternatives is smaller than the change in VMT between alternatives. The operational improvements and congestion reduction due to the proposed project increase vehicle speeds, which reduces MSAT emissions per mile of travel. The effect of these speed improvements on emissions is greater than the effect of VMT increases.			
<b>R11h</b>	The MSAT analysis conducted for the EA does compare the MSAT emissions impacts of the alternatives, in Chart 5-3, Table 5-3, and the accompanying text. In addition to comparing alternatives, FHWA feels that it is valuable to present the overall project area trend in MSAT emissions in NEPA documents, so that the public can understand how projected future emissions from projects (or from No Action) compare to emissions levels that they are currently exposed to.			
<b>R11i</b>	USEPA acknowledges in their Guideline on Air Quality Models (Appendix W to 40 CFR Part 51) that “estimates that occur at a specific time and site are poorly correlated with actually observed concentrations and are much less reliable.” An NCHRP study on highway air quality models provided by USEPA on their Support Center for Regulatory Air Models web site confirms this.			
<b>R12</b>	As stated during the February 13, 2008 meeting with USEPA/NIEHS employees, lead is no longer a factor in on-road vehicle emissions due to the elimination of lead from gas, beginning with USEPA’s first lead reduction standards in 1973. Effective January 1, 1996, the Clean Air Act banned the sale of the small amount of leaded fuel that was still available in some parts of the country for use in on-road vehicles.			
<b>Kit Creek Road Connector</b>				
<b>R13</b>	<p>NCTA has included the reconnection of Kit Creek Road in the project to accommodate a commitment made by the NCDOT to the Town of Morrisville in a letter dated March 11, 2003.</p> <p>In response to the comments received regarding the concerns and potential impacts associated with this connection, the Town of Morrisville is preparing a study to review the transportation needs and is considering citizens’ comments and the Kitts Creek subdivision concerns regarding this connector. The study will consider the traffic and emergency services implications of closing the Barbee Road (Town proposed closure) and NC 54/ Church Street (NCDOT proposed closure) at-grade railroad crossings. The town anticipates that both railroad crossings will be closed within two years, although the NC 54/Church Street crossing will remain a right-in/right-out only crossing until the Hopson Road grade separation over the railroad is completed. If the Town of Morrisville determines following the traffic study that they do not want this connection constructed and transmits a letter to the NCTA requesting that this connection be removed from the project, then NCTA will remove the Kit Creek Road connector from the project.</p> <p>NCTA recommends for interested parties to contact the Town Manager, Mayor, or Town of Morrisville Planning Department to further discuss any concerns related to the Kit Creek Road connector. Contact information is as follows:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%; vertical-align: top;">                 John Whitson                  Manager, Town of Morrisville                  260 Town Hall Drive, Suite B                  Morrisville, NC 27560                  Phone: (919) 463-6150                  Fax: (919) 481-2907                  email: <a href="mailto:jwhitson@ci.morrisville.nc.us">jwhitson@ci.morrisville.nc.us</a> </td> <td style="width: 33%; vertical-align: top;">                 Jan Faulkner                  Mayor, Town of Morrisville                  137 Walton's Creek Road                  Morrisville, NC 27560                  Phone: (919) 481-0122                  Email: <a href="mailto:jfaulkner@ci.morrisville.nc.us">jfaulkner@ci.morrisville.nc.us</a> </td> <td style="width: 33%; vertical-align: top;">                 Ben Hitchings                  Planning Director, Town of Morrisville                  260 Town Hall Drive Suite B                  Morrisville, NC 27560                  Phone: (919) 463-6194                  Fax: (919) 481-2907                  Email: <a href="mailto:bhitchings@ci.morrisville.nc.us">bhitchings@ci.morrisville.nc.us</a> </td> </tr> </table>	John Whitson Manager, Town of Morrisville 260 Town Hall Drive, Suite B Morrisville, NC 27560 Phone: (919) 463-6150 Fax: (919) 481-2907 email: <a href="mailto:jwhitson@ci.morrisville.nc.us">jwhitson@ci.morrisville.nc.us</a>	Jan Faulkner Mayor, Town of Morrisville 137 Walton's Creek Road Morrisville, NC 27560 Phone: (919) 481-0122 Email: <a href="mailto:jfaulkner@ci.morrisville.nc.us">jfaulkner@ci.morrisville.nc.us</a>	Ben Hitchings Planning Director, Town of Morrisville 260 Town Hall Drive Suite B Morrisville, NC 27560 Phone: (919) 463-6194 Fax: (919) 481-2907 Email: <a href="mailto:bhitchings@ci.morrisville.nc.us">bhitchings@ci.morrisville.nc.us</a>
John Whitson Manager, Town of Morrisville 260 Town Hall Drive, Suite B Morrisville, NC 27560 Phone: (919) 463-6150 Fax: (919) 481-2907 email: <a href="mailto:jwhitson@ci.morrisville.nc.us">jwhitson@ci.morrisville.nc.us</a>	Jan Faulkner Mayor, Town of Morrisville 137 Walton's Creek Road Morrisville, NC 27560 Phone: (919) 481-0122 Email: <a href="mailto:jfaulkner@ci.morrisville.nc.us">jfaulkner@ci.morrisville.nc.us</a>	Ben Hitchings Planning Director, Town of Morrisville 260 Town Hall Drive Suite B Morrisville, NC 27560 Phone: (919) 463-6194 Fax: (919) 481-2907 Email: <a href="mailto:bhitchings@ci.morrisville.nc.us">bhitchings@ci.morrisville.nc.us</a>		

C-283

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-284

<b>Tolls/Funding</b>	
<b>R14</b>	<p>North Carolina’s rapid growth has placed increasing demands on our already stressed transportation infrastructure. That trend is expected to continue in the coming years with an estimated 42 percent increase in population by 2030. Thus, North Carolina faces an important choice: find new sources of funding that could speed construction of some critical highway projects, or wait years, perhaps even decades, until traditional funds are available to build non-toll roads.</p> <p>For additional information, please refer to HB 644 that amended the North Carolina General Statutes §§ 136-89.180 through §§ 136-89.197 and House Bill 253, which authorized the NCTA to develop, construct, operate, and maintain up to nine toll facilities.</p>
<b>R15</b>	<p>Tolls will provide a substantial amount of revenue for the construction, maintenance, and operational costs for the roadway. The shortfall between the total of the project’s revenue bond capacity and the total project cost is referred to as a financial “gap”. The NCTA is reviewing options to fund these gaps, such as using state funds, partnering with the private sector, or potentially vying for highly competitive, limited NCDOT State Transportation Improvement Program (STIP) dollars. The exact plan for financing and payback will be based on the funding received. The legislature has committed to provide \$25 million annually in gap financing for the Triangle Expressway (which includes this project) plus \$74 million annually for three other NCTA projects, for a total of \$99 million annually.</p>
<b>R16</b>	<p>The exact amount of the toll fees has not yet been finalized, although it is anticipated that the tolls will cost between \$0.10 and \$0.15 per mile. Preliminarily, NCTA is considering different pricing for different types of vehicles. These fees will be determined based on the findings of the Triangle Expressway Comprehensive Traffic and Revenue Study, which is available on NCTA’s website at: <a href="http://www.ncturnpike.org/pdf/ClientTriangleExpresswayComprehensivTrafficandRevenueStudy.pdf">http://www.ncturnpike.org/pdf/ClientTriangleExpresswayComprehensivTrafficandRevenueStudy.pdf</a>.</p>
<b>R17</b>	<p>The toll collection on Triangle Parkway is currently planned for all electronic collection, which will not require any stopping or slowing down to pay the toll. The toll fee will be based on the distance traveled and the vehicle classification.</p>
<b>R18</b>	<p>The NCTA is currently reviewing various methods for the payment of toll fees. One of the options under review includes opening accounts and the use of a transponder. Video tolling will also likely be implemented for those that occasionally travel on Triangle Parkway. Ensuring convenient opportunities are available to the public will remain a consideration in the NCTA’s studies for toll collection opportunities.</p>
<b>R19</b>	<p>Conventional transportation funding, which is based primarily on a motor fuels tax, is not sufficient to meet all transportation needs. In fact, rising energy prices are making it even more difficult to meet transportation needs based solely on traditional revenue sources. In recent years, as gasoline prices have increased, there has been an increase in fuel-efficient vehicles, which is a benefit but also decreases the purchasing power of the gas tax. At the same time, rising energy costs have contributed to increasing road construction costs. As a result, the gas tax does not generate enough revenue to meet transportation needs, which include both the maintenance of existing roads and the construction of new roads.</p>
<b>R20</b>	<p>The construction of Western Wake Freeway is not funded in the NCDOT State Transportation Improvement Program with traditional funding. This Freeway is a separate project, which is proposed to be constructed as a tolled roadway, and, just as Triangle Parkway, was dependent in part on the outcome of the N.C. Legislature’s decision to provide the gap funding. The legislature has committed to provide \$25 million annually in gap financing for Triangle Expressway (which includes this project) plus \$74 million annually for three other NCTA projects, for a total of \$99 million annually.</p>

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

<b>R21</b>	The Triangle Parkway is proposed to be constructed as a tolled freeway between I-40 and NC 540. The toll will be collected for use of the 3.4 mile section of highway, not just the use of the Hopson Road interchange. In addition, the Triangle Parkway is one of three individual projects under consideration by NCTA that will comprise a larger toll system proposed for the Triangle region, which will be marketed as the Triangle Expressway. On its northern end, the Triangle Expressway will begin at I-40 and continue along Triangle Parkway south to NC 540, where it will follow NC 540 to the west to NC 55, and then continue along the proposed Western Wake Freeway. The Triangle Parkway and the Western Wake Freeway are scheduled to begin construction this year. Triangle Parkway is scheduled to be open to traffic in late 2010, while the Western Wake Freeway is anticipated to be open to traffic in 2011. Once the Triangle Expressway is completed, it will cover nearly 19 miles from NC 55 Bypass near Apex/Holly Springs north to I-40. Once constructed, the project will reduce traffic volumes along many of the current non-toll routes in the vicinity of the Research Triangle Park such as NC 55, NC 54, Davis Drive and sections of I-40. The Triangle Parkway project meets the requirements for consideration as a stand-alone project, for the reasons explained in Section 2.0 of the FONSI – that is, the project has logical termini, has independent utility, and does not restrict consideration of alternatives for future transportation projects.
<b>Environmental Justice</b>	
<b>R22</b>	Triangle Parkway will not have a disproportionately high and adverse impact to minorities or low-income populations by acquiring property, changing land use patterns, eliminating transportation services, or by substantially impacting human health or the natural environment. Davis Drive, NC 54, NC 55, Hopson Road, T.W. Alexander Drive, and Cornwallis Road are non-toll roadways, which also serve the area. If the toll fee causes financial hardship on some individuals, the non-toll transportation status of these routes, along with I-40, are still available for use. Triangle Parkway will also reduce traffic on non-toll alternative routes, such as NC 55, by as much as 41,600 vehicles per day thereby also providing benefits to those who choose not to pay the toll.
<b>EA vs. EIS</b>	
<b>R23</b>	The project was reviewed with the NCDOT Merger Team in July 2006. As included in the meeting minutes (located in Appendix D of the EA), during this first review of the project, FHWA determined (based on the information available at that point) that an EA was the appropriate NEPA document. Also, due to the limited potential for significant impacts to the human and natural environment, the Merger Team agreed that Triangle Parkway would be considered a non-Merger project. A member of the Merger Team suggested that Triangle Parkway utilize Concurrence Points 4A, 4B and 4C only, as completed successfully on other similar projects. The remainder of the Merger Team agreed. Given that the EA comments and issues presented at the Public Hearing can be adequately addressed in the FONSI, FHWA maintains that the EA is still appropriate, and with the proposed mitigation, the FONSI is the appropriate final document. For additional information, see Responses R24 and R25.
<b>R24</b>	The special studies conducted to identify and assess potential impacts to both the human and natural environment, such as the FEELC, are outlined in the Triangle Parkway February 2008 EA. All studies were prepared at the level of detail required to assess affects and determine impacts in accordance with federal, state, and local policies, guidelines, and procedures. The studies prepared for the project included the highest level of analysis available. Therefore, there would be no changes in the level of analyses conducted or the results of these analyses for Triangle Parkway if an Environmental Impact Statement (EIS) had been prepared in place of an EA.
<b>R25</b>	FHWA has determined that the impacts associated with this project are not significant and thus do not require preparation of an EIS. FHWA has made this determination based on a review of the context and intensity of the impacts for this project, including the findings from the special studies, comprehensive impact evaluation, agency coordination, comments received on the EA, and comments received at and following the March 25, 2008 Public Hearing. Therefore, FHWA has concluded that a Finding of No Significant Impact is appropriate. Table 3-Impacts, on page 22 of the FONSI, addresses impacts from the project to both the human and natural environment. There are no significant impacts anticipated with the construction of this project.

C-285

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-286

<b>FEELC Childcare Facility</b>	
<b>R26</b>	<p>The Research Triangle Foundation (RTF) identified the Triangle Parkway in their 1958 Master Plan, and has subsequently continued to reserve property for Triangle Parkway while development has continued throughout the area. References to the reserved property were included in updated RTP Master Plans, as illustrated within the 1976 Environmental Impact Statement (EIS) prepared for the federal use of the property within RTP. A map on page 6-2 of the 1976 EIS shows the future Triangle Parkway, labeled as “Proposed Roadway” at that time. The route for the Triangle Parkway has been consistently shown on the RTP Master Plan since 1958. The USEPA and NIEHS facilities were constructed pursuant to a 1994 Environmental Assessment (EA) and 1995 Finding of No Significant Impact (FONSI). The NEPA Review for the First Environments Early Learning Center (FEELC) childcare facility was a Categorical Exclusion prepared by USEPA in March 2004; the FEELC was opened in 2005. The decisions in these documents, including the location of the FEELC childcare facility, were determined by USEPA in coordination with RTF. The existence of the reserved right-of-way for the Triangle Parkway was clearly shown on the RTF Master Plan at the time USEPA made the decision to locate the FEELC childcare facility at its current location. The USEPA's EA in 1994 included a proposed day-care center at its current location; the EA did not express any concerns about the proximity of the road to the childcare center. The USEPA's NEPA documentation for the FEELC in 2004 considered a wide range of issues associated with locating the FEELC, but did not identify any concerns associated with its proximity to the proposed Triangle Parkway.</p> <p>The following NEPA documents for the USEPA/NIEHS facilities and the FEELC have been included in the project file: Department of Health, Education, and Welfare, “Final Environmental Impact Statement for the Development of the National Environmental Health Research Center, Research Triangle Park, North Carolina” (August 26, 1976); EPA, "Research and Administration Facility – Environmental Assessment (Nov. 18, 1994); EPA, "Finding of No Significant Impact for the Proposed EPA Research and Administration Facility on a 132-Acre portion of the 509-acre U.S. Public Health Service Research Park" (June 8, 1995); EPA, "Review of NEPA Requirements: United States Environmental Protection Agency First Environments Early Learning Center, Research Triangle Park, North Carolina" (March 30, 2004).</p>
<b>R27</b>	<p>The specific location of the roadway was developed with an emphasis on minimizing overall impacts to the human and natural resources at this location. Specifically, the proposed roadway design minimizes impacts to wetlands, streams, and properties. The design for Triangle Parkway utilizes property reserved for this roadway by RTF and incorporates a retaining wall to avoid right-of-way impacts to the federal property and minimize longitudinal impacts to Burdens Creek.</p> <p>Moving the pavement further to the east would increase the impacts to the unnamed tributary to Burdens Creek. USEPA – Region 4 did not request an alignment shift to the east due to the impacts that would occur to the Burdens Creek unnamed tributary. Additionally, other resources would be impacted by an eastern alignment shift, including the Kitts Creek subdivision, Keystone Office Park, Davis Park, and Sigma Xi Scientific Research Society.</p>
<b>R28</b>	<p>Although there are no current plans for widening Triangle Parkway, it should be noted that if Triangle Parkway is widened to eight lanes in the future, the additional lanes will be added to the median; therefore, the additional travel lanes would not be located any closer to the FEELC childcare facility.</p>

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

<b>R30</b>	<p>Both a preliminary level and a more detailed design level noise analysis were prepared for the Triangle Parkway. These analyses identified locations where noise levels would approach or exceed the NCDOT Traffic Noise Abatement Criteria or have a substantial increase from existing noise levels. Noise mitigation was evaluated for each location predicted to have noise impacts in the design year (2030). Based on these analyses and the <u>NCDOT Traffic Noise Abatement Policy</u>, a noise impact would occur at the FEELC childcare facility site and a noise barrier was determined to be feasible and reasonable. Accordingly, the following Special Project Commitment has been included in the "Green Sheets" section of the FONSI:</p> <p>A noise barrier will be provided adjacent to the First Environments Early Learning Center (FEELC) childcare facility. (The federal property owner of FEELC has formally provided approval for NCTA to install the noise barrier. The approved noise barrier ballot can be found in Appendix A.) The height, length, and other design features of the noise barrier will be determined during the design phase in accordance with <u>NCDOT Traffic Noise Abatement Policy</u>.</p>
<b>Traffic/Congestion</b>	
<b>R31</b>	<p>As discussed in the EA, traffic conditions were evaluated for the base year (2006) and design year (2030) traffic volumes on the major roadways in the study area. In the project study area, there are currently operational deficiencies on the existing NC routes and Interstates with traffic volumes exceeding the roadway capacity of the network, particularly on north-south routes that serve traffic between employment centers in Durham County and the RTP and residential areas in Wake County. The increases in traffic demands by the year 2030 will continue to generate operating conditions with failing levels of service and increases in traffic congestion on these routes, especially those serving north-south traffic.</p> <p>Once constructed, the Triangle Parkway will reduce traffic volumes along many of the current non-toll routes in the vicinity of the Research Triangle Park, such as NC 55, NC 54, Davis Drive, and sections of I-40. The operational analyses also indicate that the Triangle Parkway mainline facility will be at its capacity in the year 2030, while most other north-south routes will exceed their capacities by 2030.</p>
<b>R32</b>	<p>The project will improve accessibility, mobility, and connectivity to RTP, in addition to providing an important link within the transportation network for the Triangle region. For the design year 2030, more than 100,000 vehicles per day (vpd) are projected to use Triangle Parkway due to shorter travel distances and associated travel time savings. These reductions in travel distance and time were quantified by the overall decrease in vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT) for the study area in the year 2030. The analysis conducted for the Triangle Parkway project area shows a 2030 daily VMT reduction of 70,286 (-1.85 percent) and a VHT reduction of 7,576 (-7.44 percent). The VMT and VHT analysis is documented in <u>North Carolina Turnpike Authority STIP Project U-4763B – Triangle Parkway Traffic Operations Technical Memorandum Northern Wake Expressway to I-40</u> (January 2008). Triangle Parkway will also reduce traffic on non-toll routes, such as NC 55, by as much as 41,600 vpd thereby also providing benefits to those who choose not to pay the toll.</p>
<b>R33</b>	<p>Based on a comparison of the No-Build and Build traffic conditions, traffic choosing to not pay the toll would be dispersed on to existing roadways throughout the network. An increase in traffic volumes is projected on T.W. Alexander Drive, which includes a 5,400 vehicles per day (vpd) increase north of I-40 and a 6,400 vpd increase south of I-40. However, the remaining roadways (NC 54, NC 55, Davis Drive, Page Road, and Miami Boulevard) are predicted to experience a decrease in traffic volumes.</p>

C-287

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-288

<b>R34</b>	<p>Traffic analyses indicate a traffic signal at the Hopson Road and USEPA driveway will not be required within the first five years after Triangle Parkway is open to traffic. NCDOT has provided a commitment in the FONSI to coordinate with USEPA to review this location following the opening of Triangle Parkway. NCTA and NCDOT recommend allowing the traffic patterns to stabilize, which typically takes three to six months. Then USEPA/NIEHS needs to request the initial intersection evaluation. NCDOT typically does not evaluate an intersection more frequently than once per year, unless there is a major change (e.g. new development) in the area. In addition, intersections are usually not evaluated during the summer, due to changes in normal driving habits. NCTA has committed to pay for the design and installation of a traffic signal at the entrance to the USEPA property and the EISAI property at Hopson Road when the intersection meets the NCDOT traffic signal warrants as identified in the <u>Manual on Uniform Traffic Control Devices</u> (MUTCD) and when the NCDOT approves a signal at this location.</p>
<b>R35</b>	<p>The Capital Area Metropolitan Planning Organization (CAMPO) and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) both include this project as a toll facility in their Long Range Transportation Plans, and it is also included as a toll facility in the approved Triangle Regional Travel Demand Model.</p> <p>The RTF included this project as part of their original Master Plan in 1958 to assist mobility within RTP. This project will provide a controlled access, freeway facility within RTP with interchange access to Hopson Road and Davis Drive.</p> <p>Travel within and to RTP would both benefit from the project since Triangle Parkway would provide an additional route beyond the existing NC 54, NC 55, and Davis Drive arterial roads that are currently utilized. Based on the approved Triangle Regional Travel Demand Model, there would be a reduction in traffic volumes on both NC 55 and NC 54. It is projected that over 100,000 vehicles a day would utilize this roadway in 2030, which would otherwise use I-40, Davis Drive, NC 55, and NC 54.</p>
<b>Indirect &amp; Cumulative Effects</b>	
<b>R36</b>	<p>An indirect and cumulative effects evaluation was prepared for the project and is documented in the EA. Potential growth and land use changes from the project are anticipated to be limited because Triangle Parkway is a fully access-controlled facility and the proposed service roads do not provide new access to vacant land on adjacent properties. Triangle Parkway is largely within a reserved corridor in a planned business community and is mostly adjacent to land that is restricted to research oriented facilities with covenants in place to limit built-upon or impervious surfaces. There is potential for limited indirect effects to streams as a result of road construction and minor complementary development, and potential for cumulative effects from this and other planned projects. However, there are development restrictions and environmental regulations in place to limit growth and minimize cumulative effects. Cumulatively, the STIP projects in the Triangle region, along with Triangle Parkway, should help to improve traffic flow and reduce congestion in the region. Triangle Parkway and other proposed roadway improvements in the region should further enhance accessibility, reduce congestion, and improve travel time locally and regionally.</p>
<b>Utilities &amp; Other Construction Concerns</b>	
<b>R37</b>	<p>A meeting with USEPA was held on May 23, 2008 to further discuss this comment. A list of the agencies responsible for the private utilities was provided and discussed. The Design Build Team will be responsible for the relocation of the water and sewer lines. Measures to avoid impacts were incorporated into the current preliminary routing plans. These plans include reasonable relocation opportunities for water and sewer lines that do not result in additional impacts to wetlands or streams. However, detailed utility relocation plans have not been prepared but will be completed by the Design Build Team. Relocation of the existing water and sewer lines and overhead electrical high-voltage lines are not anticipated to increase wetland or stream impacts from those listed in the 404/401 Permit application. To minimize impacts from relocating the water and sewer lines, new lines could be placed by boring underneath streams or wetlands in place of ditching. The private companies will be responsible for relocating their utilities and coordinating with the Design Build Team. No utility relocation plans have been prepared for private utility relocations. As discussed at the May 23rd meeting, the contract with the Design Build Team will include incentives to minimize right-of-way area needs where possible, which would further encourage the avoidance and minimization of impacts to streams and</p>

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

	wetlands. In accordance with the final Design Build RFP, the contract will include provisions that make the Design Build Team responsible for analyzing any new areas to be impacted that were not analyzed during the NEPA process or preparation of the permit application. The Design Build Team also will be responsible for coordinating with the USACE and NCDWQ, in addition to obtaining any necessary permit modifications and additional compensatory mitigation required as a result of impacts not originally permitted due to utility relocation. These are common practices for Design Build projects.
<b>R38</b>	The project will follow NCDOT's Best Management Practices for Construction and Maintenance Activities (BMP-CMA) and Protection of Surface Waters (BMP-PSW). Sedimentation control guidelines will also be enforced. In addition, NCTA requires the Design Build Team to follow NCDOT standards and specifications, including the Best Management Practices requirements outlined in the NPDES Permit No. NC S000523, to ensure construction impacts are minimized.
<b>R39</b>	Impacts associated with construction are considered short-term impacts. NCTA has committed to coordinate with adjacent property owners regarding methods that may assist in reducing inconveniences experienced during construction.
<b>R39a</b>	During construction, NCTA will require the Design Build Team to incorporate measures to minimize the removal of trees along the entire length of the project. This commitment has been included as a Special Project Commitment in the FONSI.
<b>Public Involvement</b>	
<b>R40</b>	NCTA implemented a public involvement program as part of the project development process, which included public notices via postcards and newspaper ads, emails to large area businesses (including CISCO and USEPA/NIEHS), a Citizens Informational Workshop, a website with contact information (including a project hotline and project email address), and specific group meetings. The specific group meetings included nine (9) coordination meetings with representatives of USEPA/NIEHS (RTP campus) beginning in June 2006 and an additional 10 <sup>th</sup> employee-specific meeting held February 13, 2008. A Pre-Hearing Open House and the Combined Corridor/Design Public Hearing were held for the project on March 25, 2008.
<b>R41</b>	NCTA understands the need for clear and collaborative communication throughout the final design and construction of the project. The Design Build Team will be required to submit a public involvement plan to NCTA for approval. This plan will include coordinating the project status with the property owners adjacent to Triangle Parkway, including the USEPA/NIEHS, during the life of the project.
<b>R42</b>	The Environmental Assessment (EA) was made available at the following locations for review: <ul style="list-style-type: none"> <li>▪ NCTA Office (5400 Glenwood Ave. Suite 400 Raleigh, NC)*</li> <li>▪ NCDOT Division 5 Office (2612 N. Duke Street, Durham, NC)*</li> <li>▪ Research Triangle Foundation Office (12 Davis Drive, Research Triangle Park, NC)</li> <li>▪ Morrisville Town Hall (100 Town Hall Drive, Morrisville, NC)*</li> <li>▪ Morrisville Planning Department (260 Town Hall Drive, Morrisville, NC)</li> <li>▪ Western Regional Library (400 Louis Stephens Drive, Cary, NC)</li> </ul> An asterisk (*) indicates that the Public Hearing Map was also made available for review at that location.
<b>R43</b>	Adobe Acrobat Portable Document Files (pdf) of the EA, the Public Hearing Map, and NCTA contact information for questions were made available on the NCTA website ( <a href="http://www.ncturnpike.org/projects/Triangle_Parkway/documents.asp">http://www.ncturnpike.org/projects/Triangle_Parkway/documents.asp</a> ) for review.
<b>Transit &amp; Multi-Modal Concerns</b>	
<b>R44</b>	Because Triangle Parkway will be a freeway-type facility, it is not compatible with or safe for bicycle and pedestrian traffic. However, bicycle and pedestrian accommodations were considered for the connecting roadways in accordance with the 1994 <u>North Carolina Bicycle Facilities Planning and Design Guidelines</u> and the 1995 NCDOT guidelines entitled <u>Planning and Designing Local Pedestrian Facilities</u> . For more information on bicycle and pedestrian commitments that have been included in the project, please see Response 44a.

C-289

**Index Table: Common Response Index**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-290

<b>R44a</b>	<p>Bicycle and pedestrian accommodations were considered for the connecting roadways in accordance with the <a href="#">North Carolina Bicycle Facilities Planning and Design Guidelines</a> and the <a href="#">NCDOT Planning and Designing Local Pedestrian Facilities</a>. These guidelines state that existing facilities disturbed from road improvements will be replaced. New facilities can be constructed at the request of the municipality based on the NCDOT cost sharing formula. The bridge on Kit Creek Road over the Triangle Parkway will accommodate a future sidewalk on the north side of the bridge to connect to the RTP sidewalk. The section of Davis Drive at the Triangle Parkway bridges will accommodate a future sidewalk on the south side and will be constructed with sidewalk on the north side to connect to the existing multi-use path. The section of Hopson Road at the Triangle Parkway bridges will accommodate a future sidewalk on the south side and will be constructed with sidewalk on the north side. The bridge on NC 54 over Triangle Parkway will include sidewalks on both sides of the bridge and the reconnection of the existing jogging trail.</p> <p>The sections of Davis Drive and Hopson Road proposed to be widened as part of the project will be constructed with 14-foot outside lanes to accommodate bicycles and the section of NC 54 to be reconstructed as part of the project will have 14-foot outside lanes to accommodate bicycles. Also, Kit Creek Road will be constructed with four-foot paved shoulders in each direction to accommodate bicycles and will accommodate a sidewalk on the south side.</p>			
<b>R45</b>	<p>NCTA coordinates with Triangle Transit regarding projects in the Triangle region. Triangle Transit attended the Public Hearing and provided supportive formal comments, which included “The Triangle Transit supports the construction of the Triangle Parkway as we believe this is one of the first critical steps to a region-wide transportation plan, and will meet mobility challenges that lie ahead.”</p> <p>Triangle Parkway is a part of the multi-modal Long Range Transportation Plans for both Capital Area Metropolitan Planning Organization (CAMPO) and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). This project is not an alternative to transit and does not preclude continued studies and implementation of transit within the Triangle region or the state. In addition, the Triangle Parkway project will provide a new and more efficient route for transit vehicles (buses) serving RTP and other destinations in the Triangle region. Additional information regarding Triangle Parkway and transit can be found in the NCTA response letter to DCHC MPO comments, which is located on page C-211 of Appendix C.</p>			
<b>R46</b>	<p>The information provided in the EA relates to the ridership anticipated to utilize the transit system. Given that ridership is not anticipated to be substantial in comparison to the over 100,000 vehicles per day anticipated to use Triangle Parkway, additional analyses were not warranted for the Mass Transit Alternative.</p>			
<b>R47</b>	<p>As noted in the EA, the <a href="#">I-40 High Occupancy Vehicle/Congestion Management Study</a> studied high occupancy vehicle (HOV) lanes and identified Triangle Parkway as a “key link” to the transportation network. This project does not preclude HOV lanes from being implemented along I-40 or Triangle Parkway in the future.</p>			
<b>R48</b>	<p>NCTA encourages citizens to contact Triangle Transit and to participate in their public involvement program regarding public transportation education and development. NCTA will send a copy of the EA and FONSI to Triangle Transit. Both documents contain public comments made regarding transit. Triangle Transit staff were also at the public hearing and were able to hear first-hand the comments made about transit needs in the region.</p> <p>In addition, the NCDOT Rail Division and Triangle Transit are studying options for rail and mass transit services in the Triangle region. In addition to Triangle Transit, NCTA recommends you coordinate rail and transit ideas with the NCDOT Division Office in Durham, NCDOT Rail Division, and NCDOT Public Transportation Division. The three NCDOT Divisions’ contact information is as follows:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%; vertical-align: top;">                 NCDOT Highway Division 5                  2612 N. Duke Street                  Durham, NC 27704                  (919) 220- 4600             </td> <td style="width: 33%; vertical-align: top;">                 NCDOT Rail Division                  1553 Mail Service Center                  Raleigh, NC 27699-1553                  (919) 733-7245             </td> <td style="width: 33%; vertical-align: top;">                 NCDOT Public Transportation Division                  1550 Mail Service Center                  Raleigh, NC 27699-1550                  (919) 733-1391             </td> </tr> </table>	NCDOT Highway Division 5 2612 N. Duke Street Durham, NC 27704 (919) 220- 4600	NCDOT Rail Division 1553 Mail Service Center Raleigh, NC 27699-1553 (919) 733-7245	NCDOT Public Transportation Division 1550 Mail Service Center Raleigh, NC 27699-1550 (919) 733-1391
NCDOT Highway Division 5 2612 N. Duke Street Durham, NC 27704 (919) 220- 4600	NCDOT Rail Division 1553 Mail Service Center Raleigh, NC 27699-1553 (919) 733-7245	NCDOT Public Transportation Division 1550 Mail Service Center Raleigh, NC 27699-1550 (919) 733-1391		

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

**Note:** Comments listed in this table are the comments received before, during and following the Pre-Hearing Open House and Public Hearing held on March 25, 2008. These public comments include comments spoken at the public hearing, provided on comment sheets, in letters, and/or emailed. Many of these public comments were similar to comments received from other agencies. Therefore, common responses were prepared and indexed to manage the volume of information. Within this Table C-1, there are both text responses and/or “response numbers.” The response numbers refer to the corresponding response in the “Common Response Index” on pages C-278 through C-290 of this Appendix.

C-291

Name	Comment	Response
Craig Alexander <b>Comment Sheet</b>	Are there plans to widen T.W. Alexander between 54 & Cornwallis Rd? This may become an alternate route when 147 & T.W. Alexander closes.	There are currently no plans to widen T.W. Alexander Drive between NC 54 and Cornwallis Road. NCTA recommends contacting the North Carolina Department of Transportation, Durham County and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) with any recommendations.
Craig Alexander (From Official Public Hearing Transcript Lines 866 thru 878)	My name is Craig Alexander, and I live in Parkwood Subdivision, and I believe one of the ladies mentioned that there are people who are subcontractors of some of these major employers, who may not necessarily make over \$80,000 per year, as some people do – they would be some of the people avoiding that toll road. And one of the concerns I do have is I'm really not thrilled with tolls, and the people I talk to who live in Cary are not thrilled with tolls either.	Comment noted.
Bill Anderson <b>Comment Sheet</b>	I strongly support this project. The continuous inflation of road-building costs and the Turnpike Authority's ability to move quicker than NCDOT is an important consideration. Reducing commute times to Triangle employees will help the Foundation to continue to recruit high-tech businesses. Additionally, I support USER Fees as opposed to taxes. If you do not drive on it, you do not pay for it. Any delay in the execution of this planned road is not in the interest of the NC taxpayers.	Comment noted.
Bill Barlow, <b>Comment sheet 1</b>	Is it possible to provide toll-free and or reduced toll for high occupancy vehicles? Are you in favor of a variable toll if this is possible? I am involved in some advanced occupancy verification research at NC State Dept of Engineering.	<b>*R16</b>
Bill Barlow, <b>Comment sheet 2</b>	Consider some sort of P&R facility on Hopson Road with the NC Rail Line and future commuter service. This may require extending project limits to the west in that vicinity.	<b>*R48</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
<p>Gary Bird - <b>Comment Sheet and Transcript</b>                      (Similar comments included in Official Public Hearing Transcript Lines 537 thru 587)</p>	<p><b>Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children’s Health</b>                      I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment.</p> <p>My daughter attends First Environments Early Learning Center (FEELC), a childcare center with 181 children (max capacity 188) that range in ages from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48 teachers and staff, operating 10 hours each weekday, 7.30 am – 5.30 pm.</p> <p>FEELC is a parent cooperative run by an elected parent board (<a href="http://www.niehs.nih.gov/daycare/directors.htm">www.niehs.nih.gov/daycare/directors.htm</a>) of which I am a member.</p> <p><b>Child Health Concern</b>                      The overriding concern to FEELC is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for significantly impacting the health and development of infants and preschoolers.</p> <p>Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of our child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.</p> <p><b>Triangle Parkway Environmental Assessment (EA)</b>                      In addressing our concerns, the published EA is unacceptable because:</p> <ul style="list-style-type: none"> <li>• The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a noise wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours per day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken to mitigate noise and build this wall is vague and non-committal.</li> </ul>	<p>*R11a                      *R26                      *R27</p> <p>The noise analysis was conducted in accordance with the <u>NCDOT Traffic Noise Abatement Policy</u> and has been reviewed and approved by FHWA.</p> <p>*R30</p>

C-292

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<ul style="list-style-type: none"> <li>• In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a “can’t do anything” mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.</li>   <li>• It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children being chief among them. In April of last year (2007), I provided the NCTA Board a summary of such studies to make them clearly aware of these impacts. Indeed the Lancet paper cited in this EA is a scientific report that emphasizes the deleterious effects poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional air impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.</li>   <li>• Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are projects that are to be located in proximity to vulnerable populations. This child care center is just such a population, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.</li> </ul>	<p>*R8                  *R11a through *R11c                  *R11h</p>
	<p>It is of great concern why an <i>Environmental Impact Statement</i> (EIS) wasn’t undertaken for the Triangle Parkway from the start. FHWA’s regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.115(a)(2)), and is a new controlled access freeway (23 CFR 771.115(a)(1)).</p> <p><b>I protest in the strongest possible terms that the best interests of the public and the children of this childcare center have not been served by the Triangle Parkway EA, and that NCTA/FHWA be required to undertake an Environmental Impact Statement (EIS). A child’s health must be a priority when planning a roadway and the Triangle Parkway is no exception.</b></p>	<p>*R23 through *R26</p>

C-293

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Gary Bird Letter 4/05/08	<p><b>'Draft' EA does not adequately address impacts of the proposed Triangle Parkway on human health. Summary:</b></p> <ul style="list-style-type: none"> <li>The draft EA is inadequate and dismissive in acknowledging and assessing health impacts (air, noise and, potentially, EMF) on a vulnerable child population housed at FEELC</li> </ul>	*R9 *R11a *R11e *R30
	<ul style="list-style-type: none"> <li>The draft EA is inadequate in providing viable roadway design alternatives for mitigating air and noise impacts in the vicinity of a vulnerable child population housed at FEELC. There is also need to expand information about relocation of transmission power lines.</li> </ul>	*R26 *R27 *R37
	<p><b>• The draft EA is inadequate in all of these matters (outlined in more detail below). In the interest of public safety, these matters can only be served and protected by expanding the impact studies. This will best be satisfied and under a more rigorous <u>Environmental Impact Statement</u>.</b></p>	
	<p><b>1. Impacts of the roadway on 'Humans', specifically health, are inadequately recognized in the EA (page5-1).</b>                      This section does not address, recognize or anticipate noise and, importantly, air impacts on the FEELC childcare center. Since April 2007, I have persistently made the NCTA aware of the specific concern that traffic air pollution, due to proximity of this roadway, will significantly impact children's health. This is not a 'community issue,' this is a real concern that is borne out by current scientific research. I have made NCTA aware of since April 2007.</p> <p>This section of the draft EA is thus misleading and lack of full disclosure does not allow the public to properly evaluate this document.</p>	*R8 *R11a *R11e *R24 *R25
	<p><b>2. Many of the maps published in the EA are out of date, and do not correctly show the location of FEELC child care center:</b>                      These include maps: 2-3, 2-4, 2-5, 2-5, 4-3 (maybe), 4-4, A-4.</p> <p>Thus:</p> <ul style="list-style-type: none"> <li>the EA is inaccurate and misleading to the public</li> <li>proximity of the proposed parkway to FEELC Childcare Center cannot be properly determined or evaluated by the public.</li> </ul>	Figures 2-3 and 2-4 in the FONSI have been revised to show the most recent aerial photography, on which the FEELC childcare facility is labeled. In addition, the location of the FEELC childcare facility was identified and labeled on the Public Hearing Map used during the Public Hearing.

C-294

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-295

Name	Comment	Response
	<p><b>3. The EA is inadequate in addressing alternatives to either the Project location or for the design and alignment of the preferred alternative.</b>                      Specifically:</p> <ul style="list-style-type: none"> <li>• The alternative roadway alignment described as Corridor B (Fig. 2-3) passes through Federal property; as such Corridor B should never have been considered as a viable alternative to the preferred Triangle Parkway alignment (Corridor A). The public is certainly not made aware of this in the EA and thus the public cannot properly evaluate the EA. The draft EA is thus inadequate in providing viable alternative routes for the proposed Triangle Parkway, and skews the EA in favor of NCTA's preferred route.</li> <li>• NCTA should be required to provide the public a draft EA with <b>realistic, viable</b> alternatives for the Parkway.</li> </ul>	<p>NCTA reviewed the project area for other alternatives in coordination with the resource and regulatory agencies during both the January 13 and 25, 2006 scoping meetings and the July 20, 2006 agency meeting. Each alternative proposed during these meetings was reviewed to determine impacts and feasibility. As indicated on page 2-12 of the EA, Corridor B involved a shift outside the reserved corridor. It would have avoided the longitudinal impacts to the unnamed tributary to Burdens Creek, but would have impacted a pond and required the taking of land from the USEPA/NIEHS complex in RTP. A screening evaluation of Corridor B in relation to impacts to both the human and natural environment was prepared. NCTA then conducted coordination with RTF and impacted property owners, including USEPA and NIEHS. NIEHS was one of the largest property owners impacted by Corridor B (referred to as the yellow corridor in the EA); therefore, a meeting was held with representatives from NIEHS on November 15, 2006 to review the project need and alternatives. Corridor B was shown to the NIEHS representatives during this meeting for comments. The representatives clearly stated their concerns with this location and added that their agency would not be willing to provide right-of-way to NCTA if this location was chosen. Their main concerns with Corridor B included the amount of property required from their campus and the security issues that would result from opening the west side of their property for a major roadway. Minutes from this meeting can be found on page C-240.</p>
	<ul style="list-style-type: none"> <li>• Alternative designs of the preferred Triangle Parkway route in the vicinity of FEELC Childcare Center must be expanded to deal with the need to mitigate noise and air quality impacts, these include:</li> </ul>	<p>Shifting the road alignment approximately 500 feet to the east of the FEELC childcare facility would result in increased stream and wetland impacts, as well as substantially increased right-of-way needs. Some of</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
C-296	<p><i>Moving the roadway away from the Childcare Center, guidelines on this matter in the State of California recommend 500ft minimum. This can be achieved by shifting the existing roadway design as is or combining the shift with removing the 46ft center median, or splitting the roadway either side of the stream, or moving entire roadway to the other side of the stream in the vicinity of FEELC.</i></p>	<p>these impacts would include floodplains, Sigma Xi property, Highwoods' Campus parking areas, and the Davis Park development.</p> <p><b>*R27</b></p>
	<ul style="list-style-type: none"> <li>• To help mitigate noise and air impacts in the vicinity of FEELC, NCTA should ensure that the design and construction of the roadway preserve and use vegetation in combination with a suitable noise wall. NCTA must direct and ensure that these mitigation efforts are carried out by contractors building the roadway.</li> </ul>	<p><b>*R30</b> <b>*R39a</b></p>
	<ul style="list-style-type: none"> <li>• The previous point will require NCTA expand and carry out further research on how to appropriately design the boundaries of the roadway to mitigate noise/air impacts. The EA reveals that NCTA has either inadequate knowledge or expertise in this area of design since the EA is dismissive of critical design elements. This is highlighted by statements on page 5-16 under "Other Mitigation Measures Considered," such as:</li> </ul> <p>"The use of vegetation for noise mitigation is not considered reasonable for this project, due to the substantial amount of right-of-way necessary to make vegetative barriers effective." (Page 5-16)</p>	<p>The <u>NCDOT Traffic Noise Abatement Policy</u> states vegetation that has sufficient height, depth and density of plant materials that it blocks views of the highway can also decrease traffic noise. Studies have shown that a 200-foot (61-meter) depth of dense vegetation can reduce noise levels by 10 decibels (dBA). It is often impractical to plant this quantity of vegetation to achieve such reductions.</p> <p><b>*R39a</b></p>
	<p><b>4. It is disturbing to note in the EA that widening the Triangle Parkway from 6 to 8 lanes is being considered</b> (Page 2-20; last bullet under 'Conclusions').                      With this being a possibility, appropriate air and noise impact studies should be performed and projected with this in mind. Again, the full ramifications of this road project are inadequately represented in the EA for the public to properly evaluate.</p>	<p><b>*R28</b></p>
	<p><b>5. Relocation of power lines (page 5-9, first bullet under Utilities)</b>                      The EA indicates that Duke Power will need to relocate '100v Transmission, 100v Tap Bent, and four Steel Towers'.</p> <p>The EA is deficient in providing any detail of what this relocation will entail. If relocation brings transmission lines in the vicinity of FEELC childcare center this raises a significant health concern for the FEELC childcare center due to the possible exposure of children to elevated EMF.</p> <p>For the public to properly evaluate the EA, NCTA must expand its studies and describe in detail what will happen to these power lines and ensure that they do not pose a significant health impact on the children of FEELC.</p>	<p>It is anticipated that Duke Power will relocate their towers and transmission lines within the existing right-of-way currently owned by Duke Power. This right-of-way is shown on the public hearing map and crosses the EISAI property.</p> <p><b>*R37</b></p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Sarah Broome <b>Comment Sheet</b>	<p>My access to I-40 &amp; my job is via the Alexander Connection w/147. Please do not remove my free access on an already built and paid for road. It's bad enough that 540 was originally sold to the public as a freeway &amp; now Durham residents &amp; workers will have to pay a toll; now you are going to REDUCE ACCESS by removing an existing FREE access to I-40.</p> <p>Please send me the minutes.</p>	<p>The transcript for the Public Hearing was provided as requested. A copy of the transcript and minutes of the Post Hearing Meeting are provided in Appendix C of the FONSI.</p> <p><b>*R1</b>  <b>*R2</b>  <b>*R4</b></p>
Sarah Broome (From Official Public Hearing Transcript Lines 742 thru 760)	<p>I live in Parkwood, near Parkwood community, just down the road from here and like most in Parkwood, I use my free access to I-40 and Durham Freeway to get to work each day on the existing, already paid for 147/Alexander spur. Your proposal to close this connector presents two problems for me. One, it diverts myself, my neighbors, and all of Durham residents currently commuting into this section of the park on a long trip to get there. Instead of giving us improved commuter mobility, it will disconnect us from our ability to work and go home.</p> <p>The second problem I have is by bait and switching a project from the freeway from Durham and south Wake to a toll way, you'll encourage traffic to flood the local streets, creating congestion. Toll roads are not accessible roads. I use these words to demonstrate how this project does not meet its goals. The case for toll roads is based on the need to keep up with birth rates. This project with tolls is expected to be completed by 2010, yet your own flyer states that congestion does not start until around 2030. We have time, there seems there is time to build in the same fashion that the other roads are built in Raleigh. I urge you to tackle the issue of the Triangle Parkway with more thought. Do not go back on your word for a freeway for all. Do not discriminate against Durham residents and employers. Do not eliminate the access we already have. Maintain free access to I-40, either by the existing Alexander connector or by eliminating the toll at Hopson to 147.</p>	<p><b>*R4</b>  <b>*R5</b>  <b>*R14</b>  <b>*R19</b>  <b>*R31</b></p>
Mark Connelly <b>Comment Sheet</b>	<p>Please do not remove my free access to Hwy 147 from T.W. Alexander Dr. You are essentially giving me no choice. I will have either to take the toll road or gain access to Hwy 147 from Cornwallis Road. This will increase traffic at the intersection of Hwy 54 &amp; T.W. Alexander Rd. and T.W. Alexander and Cornwallis. Removing the T.W. Alexander/Hwy 147 interchange also makes getting access to Hwy I-40 more difficult. The choices are I40 at 55 or I40 at I540 and we have already seen how bad that existing is now. Add more cars and it will be a parking lot.</p>	<p><b>*R1</b>  <b>*R4</b></p>

C-297

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Christopher & Wendy Cook <b>Comment Sheet</b>	1-Cost of the tolls will influence usage.	Comment noted.
	2-Project appears to be well-planned, minimal impacts on homeowners.	Comment noted.
	3-We are concerned about predictions of traffic volume when Cary builds the Alston Activity area & about 10,000 new people around Amberly-Green Level. This road may have unanticipated volume, especially if that new shopping center becomes popular.	The traffic forecasts were prepared using a regional traffic model, which includes consideration of future land use, socioeconomic data, and adopted transportation plans from the local municipalities.
	4- Will tolls also provide all the money needed for maintenance of this road? Are maintenance costs included in the 40-yr estimate of payback?	<b>*R15</b>
	Please send us a copy of the summary of the post-hearing meeting.	The Post Hearing Meeting minutes were provided as requested. A copy of the minutes is included in Appendix C of the FONSI.
Rebecca Dedder <b>Comment Sheet</b>	Questions submitted to Combined Corridor/Design Public hearing for the Proposed Triangle Parkway from NC 540 to I-40.  1. For which set of commuters is the Triangle Parkway intended to provide the most benefits? How will this affect, both positively or negatively, commuters to RTP from the following areas: a. Durham b. Chapel Hill c. Raleigh d. Cary e. Morrisville	The project is forecasted to benefit any commuters within or traveling through the Triangle region. Specifically, it will benefit commuters to and from each of the locations you mentioned with a direct freeway access to NC 540, I-40, Hopson Road, and Davis Drive. It will also benefit commuters traveling on NC 54 and NC 55 by reducing traffic volumes on these alternative parallel non-toll facilities.
	2. What are the estimated travel time savings for those travelers? Have you included calculations of induced travel demand in estimating those travel time savings?	The travel time savings will be based on the time of day traveled and the route taken. The overall network within the study area and Triangle region is anticipated to have a reduction in total vehicle-miles traveled and vehicle-hours traveled in 2030. Given the findings that a total reduction in vehicle-miles traveled and vehicle-hours traveled are provided with the project, a study for individual or multiple routes is not needed beyond the studies prepared for the traffic forecasts.  <b>*R32</b>
	3. How will this affect the commute of those individuals <i>both</i> living and working in the vicinity of RTP? Will it provide any benefit for their work commute during peak hours?	<b>*R32</b> <b>*R35</b>

C-298

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	4. I know you have done surveys of employees of some of the major employers in the area, have you done any surveys of residents in the vicinity of this project?	NCTA has not conducted detailed employer or resident surveys as part of the NEPA studies for this project.  <b>*R40</b>
	5. Where exactly will this provide congestion relief? Please be specific regarding which sections of highway/arterial roads (e.g., NC 55 and NC 54 are mentioned). What is the current level of service? How much is this expected to improve?	The sections of the roadways that will experience a change in the daily traffic volumes are provided in the Table 2-5 of the EA. In the year 2030, the area roadways are anticipated to operate over capacity with an LOS F during the peak travel times of the day.  However, with over 100,000 vehicles per day using the new tolled roadway, there will be improvements gained throughout the day from the reduction of traffic on NC 55 and NC 54. Table 2-5 also shows a comparison of the ratio of the projected traffic volumes versus the theoretical roadway capacity for the surrounding roadways with and without Triangle Parkway. This ratio is referred to as the “volume to capacity” ratio. A volume to capacity ratio of 1.0 represents a road that has as many vehicles as it can and remain functioning. A volume to capacity ratio over 1.0 is a roadway operating over capacity or at LOS F. All of the roadways in Table 2-5 will have a reduction in the volume to capacity ratio (i.e. reduced congestion) if the Triangle Parkway is constructed.
	6. The February 2008 presentation mentions traffic volumes dropping by 46,400, 41,600, and 6,000 for segments of I-40, NC-55, and NC-54. How does that compare to the baseline traffic volumes – what percentage of baseline traffic volumes does that figure represent? In addition, what are the uncertainty ranges for those estimates?	The reduction in traffic volumes on the existing roadways in the year 2030 is a comparison between two scenarios: (1) The projected road traffic if Triangle Parkway is not constructed (i.e., the No-Build scenario) and (2) the projected road traffic if Triangle Parkway is constructed as a toll road (i.e., the Build scenario). Table 2-5 in the EA outlines the changes in projected traffic volumes between the No-Build and Build scenarios for different segments of existing study area roads.

C-299

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
		<p>The toll traffic projections developed for the Triangle Parkway project were developed using the Triangle Regional Model (TRM) maintained by the Capital Area Metropolitan Planning Organization (CAMPO) and DCHC MPO. Because of its utilization as a regional transportation planning tool, the base year of the TRM must meet or exceed data quality targets established by FHWA. The FHWA established calibration targets are seven percent for freeways and ten percent for principal arterials. Specific to the Triangle region and the TRM, these calibration targets have been set at more stringent levels, with freeways targeted at five percent and principal arterials at eight percent.</p>
	<p>7. What is the distance between the Triangle Parkway and the EPA’s childcare facility – First Environments?</p>	<p>The proposed edge of pavement will be located approximately 350 feet from the facility.</p>
	<p>8. What is the purpose/goal of the proposed two-lane bridge over the Triangle Parkway to re-connect Kit Creek Road between Davis Drive and Church Street? Is the purpose to provide direct access to Davis Drive for the residents of the Kitts Creek development? Or, is this meant to provide commuters driving <i>through</i> the area to connect from Davis Dr. to Church St.? If so, what commuting public is this meant to benefit?</p>	<p>The re-connection of Kit Creek Road between Davis Drive and Church Street is included in the project because of a commitment made between the NCDOT and the Town of Morrisville when NC 540 was constructed. It should benefit both the commuters from Kitts Creek subdivision and commuters wishing to drive between Davis Drive and Church Street.</p> <p>This connector is currently under study by the Town of Morrisville. The final decision to include this connector as part of the Triangle Parkway project will be determined based on the outcome of the Town’s studies and their recommendations. The NCTA will construct the Kit Creek Road connector unless the Town of Morrisville determines following the traffic study that they do not want this connection constructed and transmits a letter to NCTA requesting that this connection be removed from the project..</p>

C-300

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	9. What exactly is meant by “re-connect” Kit Creek Road between Davis Drive and Church Street? Was this ever actually connected via a paved road? If not, using the term “re-connect” is misleading, since it gives the connotation that you are simply returning to the status quo.	Prior to the construction of NC 540, Kit Creek Road was a state maintained, unpaved road extending between Davis Drive and Church Street. When NC 540 was constructed, it severed this connection and NCDOT made a commitment to “re-connect” this road when Triangle Parkway was constructed.
	10. It seems that one of the primary purposes of this project is to improve accessibility and mobility to RTP for commuters living outside of the area. However, there is a substantial amount of development occurring near RTP, particularly in Morrisville. Many individuals are moving to these new developments to be located closer to their place of employment and shorten their commute. They are then rewarded by having 6-lane highways, flyovers, and bridges built in their neighborhoods and communities, so that commuters that decide to live further out can access RTP more quickly. This is not a question of Not In My Back Yard, but a question of whether the Triangle continues to support road construction that favors sprawl, or tries to support development that favors neighborhoods and community.	A majority of the project is within a reserved transportation corridor in the RTP, and proposed service roads will not provide new access to adjacent properties. Local transportation and land use plans include Triangle Parkway, and there are development controls and environmental regulations in place to accommodate the planned growth within the study area.
	11. Better maps need to be provided on the NC Turnpikes website. The best maps I have found are in the Power Point presentations from the hearings, and those are difficult for zooming into see specific features.	*R43
Julia Games <b>Comment Sheet</b>	My concern is with fuel prices and climate change: does this project consider the demographics (population growth) or “local” growth in Morrisville and Cary?  Given the population growth and densification in Morrisville, Cary & surrounding towns, is this road necessary or will its main result be to induce more urban sprawl (Raleigh & outer counties).	Consideration of the demographics and local growth in the surrounding areas were given in the studies for this project. The project will service both the local RTP area as planned by RTF, and it will provide a freeway connection between I-40 and NC 540, which is considered regionally important.  The project is part of the local and regional transportation plans. These plans are used in the traffic forecasting models and long-range transportation plan developed by the local planning agencies. This area continues to develop at a rapid pace. A review of the vehicle-miles traveled (VMT) within the region concluded that this project would actually reduce the total VMT on the regional area transportation network. The VMT and VHT analysis is documented in <a href="#">North Carolina Turnpike Authority</a>

C-301

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
		<p><u>STIP Project U-4763B – Triangle Parkway Traffic Operations Technical Memorandum Northern Wake Expressway to I-40</u> (January 2008).</p> <p>This project is not anticipated to induce growth since the project area is continuing to grow with or without this project. There are development controls and environmental regulations in place to accommodate the planned growth within the study area. The information and assessment of the project in relation to these issues are provided in Chapters 4, 5, and 6 of the EA.</p> <p><b>*R11f</b></p>
<p>Laura Hall <b>Comment Sheet</b></p>	<p>I work at NIEHS. Eliminating the 147 spur to Alexander Dr. will greatly inconvenience me. It will require more time (and more gas waiting at stoplight) to get to work if I use Cornwallis Drive to get to Alexander Dr.; similarly if I exit on I-40 to get off at 55 or further out of the way to Davis Drive. It will also take me longer with a farther distance (and more gas) to take the toll road. The toll road will mean that I drive farther than now (using more gas) to double back to get to work (taking more time) and have to pay a toll.</p> <p>In short, this toll road will be of no advantage to me. It is disadvantageous: more time to commute, more gas used, &amp; more expenses.</p>	<p><b>*R1</b> <b>*R2</b> <b>*R4</b> <b>*R5</b></p>
<p>Amy Lamson <b>Comment Sheet</b></p>	<p>I support the no-build alternative. I oppose the closure of the 147 spur, as it will have a significant adverse impact on my commute.</p> <p>I am concerned that the EA is inadequate, and should be an EIS because of significant environmental impacts. The air toxics analysis is inadequate because model exposure on the children at the EPA day care. Diesel emissions, benzene, and ozone exacerbate asthma, cause cancer, and contribute to premature death.</p> <p>The environmental justice analysis does not consider lack of access to credit cards, and bank accounts because a cash option is unavailable.</p> <p>The EA needs to analyze this project's contribution to climate change.</p>	<p><b>*R1</b> <b>*R2</b> <b>*R4</b> <b>*R5</b></p> <p><b>*R7</b> <b>*R8</b> <b>*R11a</b> <b>*R11b</b> <b>*R23 through *R25</b></p> <p><b>*R18</b> <b>*R22</b> <b>*R11f</b></p>

C-302

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	These funds could be much better spent on projects that improve personal mobility instead of car mobility. Thanks!	Comment noted.
Julie McClintock, <b>Comment sheet 1</b>	Please send list of speakers. Please do a jpeg file map of EPA/NIEHS area showing proposed road & Alexander: <a href="mailto:mcclintock.julie@mindspring.com">mcclintock.julie@mindspring.com</a>	A map of the area and a copy of the speaker list were provided as requested.
Julie McClintock, <b>Comment sheet 2</b> (Similar comments included in Official Public Hearing Transcript Lines 591 thru 631)	<p><u>Public Comments on Proposal to build closed access toll road from I-40 to I 540.</u>                      Over all, I find the stated rationale for the “Triangle Parkway” highway inadequate to overcome the significant impacts on employees and their children in RTP.</p> <p>1. Building this toll road poses an environmental risk to the EPA Child Care Center, a risk that has not been quantified by this Environmental Assessment. There are immediate risks, as well as the long term, indirect, and cumulative health risks, posed by this highway. The Child Care Center houses 32 infants every weekday that will be exposed to 8 hours a day to increased levels of air toxic pollutants. The proposed highway will pass within 350 feet of the childcare classrooms and play areas, closer if the toll road were widened to 8 lanes. The significant risk for serious health impact caused by deteriorating air quality on the infants and 72 children under two years of age deserves special study. Ten-fifteen children are currently treated for respiratory illness. Why are many parents and employees concerned? <u>Ninety percent of the total air toxics cancer risk is from mobile sources.</u>” (Jeff Houk, FHWA Resource Center, presentation 3/29/07).</p> <p>It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children being chief among them. In April of last year, Dr. Gary Byrd provided the NCTA Board a summary of such studies. He has made a point that the Lancet paper cited in this EA is a scientific report that emphasizes the deleterious effects poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice was clearly not heeded in the EA and highlights the inadequacy of this document.</p> <p>Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are projects that are to be located in proximity to vulnerable populations. This child care center is just such a</p>	<p>Comment noted.</p> <p>USEPA must designate the Triangle region as either attainment (meets the new ozone standard), nonattainment (does not meet the new ozone standard) or unclassifiable (insufficient data to classify). This designation will occur at some future date once the State of North Carolina submits recommended boundaries for attainment/nonattainment areas and other requirements have been met. Eventually LRTPs and TIPs in nonattainment areas will have to conform to the new standard. Triangle Parkway is from a conforming LRTP and TIP based on the ozone standard and motor vehicle emissions budgets in place at the time the conformity determination was made (June 2007). It is currently unknown whether the Triangle region will be in attainment or nonattainment of the new ozone standard.</p> <p>The Triangle region is in attainment with USEPA’s NAAQS for particulate matter. Thus, USEPA’s conformity rule does not require project-level hot spot analysis for particulate matter. Also, diesel particulate matter was one of six priority pollutants included in the project’s MSAT analysis. The analysis found that emissions of diesel particulate matter were predicted to decline 86 percent by 2030 within the Affected Transportation Network. The analysis also stated that there could be localized areas where MSAT emissions - such as diesel particulate matter - could increase or</p>

C-303

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>vulnerable population, and the memorandum thus states that the road project should be more rigorously assessed for impacts on the Child Care Center.</p> <p>The 2004 statement on air pollution by the American Academy of Pediatrics states, "... (s)iting of school and child care facilities include consideration of proximity to roads with heavy traffic and other sources of air pollution. New schools should be located to avoid "hot spots" of localized pollution."</p> <p>Also linked to mobile sources, is the formation of ozone and particulate matter from truck and car exhaust. During the summer months when ozone formation is most likely, a total of 185 children will be exposed to higher levels of ozone, as well as particulate matter combined with toxic air pollutants. Exposure of these children to particulate emissions is also likely during construction of the Parkway. The Day Care Center reports 10 – 15 children with asthma and respiratory illness – an increased prevalence of asthma and wheezing can be expected with the highway.</p> <p>Because we expect traffic congestion to increase on Routes 147, 55, and 54 because of diverted traffic, the carbon monoxide levels will increase at the intersections. Greater congestion will cause an increase in diesel and benzene emissions at the child care facility. We can expect an increase in benzene emissions which is a known carcinogen, as well as diesel particulate matter which has a whole host of known health issues.</p> <p>In the EA's air quality modeling studies it is assumed that air quality will improve due to improved auto efficiency. What is not factored in are the increasingly rigorous air quality criteria standards. The EPA has recently tightened the primary ozone standard to 0.075 parts per million which may well lead to the area being in nonattainment for the new standard. This in turn would trigger Clean Air Act requirements such as transportation conformity for the area. In addition, the toll road will lead to additional truck traffic not currently seen in the area before, as trucking firms take advantage of the shortcut between 540 south and I-40 or 147. This increased truck traffic will lead to increased amounts of diesel particulate matter, in spite of the projected fleet turnover.</p> <p>See further comments on section 5.1.14 – Air Quality at end.</p>	<p>decrease but current tools and science are inadequate to accurately and reliably quantify them.</p> <p>NC 54 and NC 55 are predicted to experience a decrease in traffic volumes with the construction of Triangle Parkway. In addition, the project will include widening northbound NC 147 to three lanes, which will result in the improvement of traffic operations on NC 147 between I-40 and T.W. Alexander Drive, as compared to not constructing Triangle Parkway.</p> <p><b>*R7</b>  <b>*R11a through *R11c</b>  <b>*R11e</b>  <b>*R26</b></p>

C-304

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-305

Name	Comment	Response
	<p>2. Comment on Mobile Source Air Toxics (MSAT) Analysis in EA</p> <p>The assessment’s discussion of environmental consequences related to air quality (section 5.1.14) is inadequate. The section presents information on: (1) national vehicle miles traveled (VMT) and emissions rates for six mobile source pollutants, (2) estimates of VMT in the RTP area under two different decision alternatives, and (3) estimates of tons of pollutants expected to be emitted under these same alternatives. While this information is necessary and useful, the analysis stops far short of an appropriate risk assessment.</p> <p>The problem is that while the amounts of these six pollutants emitted from vehicles are expected to be about the same over the next 20 years whether the highway is built or not, the <u>location</u> of the emissions will change substantially. Because the pollutants will be emitted in different areas, different pollutants will be exposed to. The nature of these populations, and their inhalation exposures to these pollutants, need to be estimated and considered in this decision.</p> <p>This section needs two additional analyses. First, predicted emission rates from the proposed highway should be input to a dispersion model such as EPA’s SCREEN model. The model’s outputs of annual average concentrations and 1-hour concentrations of these six pollutants along the edges of the roadway should be presented in this document. Second, the modeled ambient concentrations should be used to develop estimates of cancer risk and non-cancer hazard (by methods described in EPA’s guidelines for risk assessment) for people living and working near the highway. Populations that should be considered in this analysis include children in the EPA day care center that will be close to the highway, workers in offices near the highway, and workers in offices and stores that might be built in currently undeveloped areas near the highway. While it may seem harsh to consider such hypothetical developments in a risk assessment, new development is consistent with the assessment’s own discussion of regional growth trends. Workers and residents of those developments who are exposed to air pollution from this road deserve consideration here.</p>	<p><b>*R8</b>  <b>*R11a through *R11c</b></p>
	<p>3. Environmental Justice. This project will restrict access to a publicly funded facility based on one’s ability to pay. Providing a benefit to those with only those who can afford a toll road raises environmental justice issues. While electronic tolling is popular, it generally requires a credit card to set up an account. Many members of EJ communities do not have access to credit cards. Without a cash option, many</p>	<p><b>*R14</b>  <b>*R15</b>  <b>*R18</b>  <b>*R22</b></p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>folks would not be able to use the facility at all, even for the unusual circumstance when they would like to use the toll road, such as picking up kids from day care or late for an appointment. There are many low socioeconomic level workers that service companies in RTP. At EPA alone there are over 300 maintenance and custodial contractors who would likely fall into this category.</p> <p>There is also a separate issue of double taxation that needs to be addressed. We pay for our roads with our fuel taxes, so toll road users will get double charged as those users have already paid for the roads. Granted, the gas taxes they pay don't go to the toll road, but you can't get to the toll road without using public roads.</p>	
	<p>Recent studies (e.g. Amy Finkelstein, Ph.D., MIT, 2007) indicate that the proposed fully electronic toll collection, as adopted by the NCTA Board of Directors on 14 November 2007 (EA, page vii), are in effect “invisible tax collections” and that “toll rates are 20 to 40 percent higher under electronic toll collection than they would be under manual toll collection – even after taking into account the fact that many facilities offer toll discounts to drivers who use electronic technology.” What measure(s) does the North Carolina Turnpike Authority intend to implement to prevent gouging of motorists who use the proposed facility, to make actual toll rate(s) fully transparent, and to prevent incremental toll growth over time? This is an economic impact that is of particular concern to RTP company employees, including those of EPA and NIEHS, who traffic projections indicate will use the proposed facility routinely.</p>	<p><b>*R16</b></p>
	<p>4. Climate change. This highway contributes to the climate change problem by increasing carbon emissions. Toll roads do nothing to promote energy efficiency and public transportation.</p>	<p><b>*R11f</b></p>

C-306

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-307

Name	Comment	Response
	<p>5. Costs and efficiencies of transit. This project is not environmentally sustainable, nor is it financially sustainable, as the tolls will not cover all costs of building and operating the facility. This highway is an unnecessary expense to the road users and to taxpayers who support the state government. A highway connection between Routes 540 and I-40 is already under construction. The NC Highway Authority’s own studies show that the Triangle Parkway will lose as much as <u>1 Billion dollars</u> over the next 40 years with the hope the NC Legislature will fund the shortfall. The State legislature should address the Triangle’s pressing transit needs, not fund a toll toad with insufficient funds.</p> <p>It is difficult for an agency or state government to provide transit if the first reaction to congestion is to build roads. I request you to provide Public Transit Alternatives.</p> <p>(1) Why is no quantitative evaluation of transit benefits included, especially given if equivalent funding to the roadway construction would be provided? If traffic volumes grow as projected, will that not be an incentive for future use? What about use of these funds to provide options for increased transit use?</p> <p>(2) Why is the discussion on the transit alternatives only limited to traffic volume benefits, but does not account for the other benefits that transit provides (e.g. reduced fuel use, air quality benefits, fewer overall environmental impacts, etc.)?</p>	<p>This project is not an alternative to transit and does not preclude continued studies and implementation of transit within the Triangle region or the state. Triangle Parkway is one project in the long range transportation plans for both CAMPO and DCHC MPO. As stated on page 2-9 of the EA, even with the construction of the Regional Rail System by TT, the Triangle Parkway will be needed to meet the transportation needs of the area.</p> <p><b>*R15</b>  <b>*R31</b>  <b>*R32</b>  <b>*R45</b>  <b>*R46</b>  <b>*R48</b></p>
	<p>6. Comment on project goal: One of the two stated purposes in the Environmental Assessment (EA) is to “improve commuter mobility, accessibility, and connectivity to RTP employment center.” Transportation planners understand that we cannot build our way out of congestion for financial and environmental reasons. For our transportation system to sustain future growth, we must use road space and transit facilities more efficiently and become less car dependent. Forty commuters by bus require much less road space than 40 commuters by car. The one billion dollar shortfall over the next 40 years could be spent on much better on personal mobility and more popular projects instead of focusing on vehicle mobility.</p> <p>Modern transportation planning requires that we look at moving people from a multi-modal point of view. The EA only gives lip service to this concept. The EA downplay the efficiencies of bus transport. In Ottawa over 75% of the workforce uses transit – mainly busses. The actual construction of the proposed toll road</p>	<p>The Triangle Parkway has been planned and designed to accommodate all existing and planned bike and pedestrian facilities along NC 54, Hopson Road, Davis Drive, and Kit Creek Road.</p> <p><b>*R44</b>  <b>*R44a</b>  <b>*R45</b>  <b>*R46</b>  <b>*R48</b></p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>would make it more difficult for RTP staff to make use of any means other than a van or automobile. Instead of local roads, it fences in two government campuses – the EPA and NIEHS – with a closed access highway. This project will discourage bicyclists and workers desiring to use transit to get to their place of work and to local businesses and services, such as restaurants and auto repair during our work day. Greenways and pedestrian trails are not part of this project for a good reason. Cars and truck will be traveling at high speeds and it would be an unhealthy and unpleasant experience.</p>	
	<p>The proposed highway will connect the Western Wake Expressway, another toll road that the legislature has not funded, and that may never be built as a toll road. Further, this project will reduce access for Federal employees commuting to work and increase traffic congestion in the Park by permanently removing the Alexander Drive – Durham Freeway (NC 147) intersection. The southern end of the Durham Freeway will become the entrance for the Triangle Freeway. This means that anyone taking the south Durham Freeway exit on I-40 from Raleigh, Chapel Hill or Hillsborough, or folks going down the Durham Freeway from Durham will all be forced to pay the toll or take alternative routes through much more crowded intersections. This is certain to increase congestion on I-40, NC 55, NC 54, Alexander Drive, Davis Drive, Miami Blvd, Alexander Drive, and Hopson Road.</p>	<p><b>*R4</b>  <b>*R5</b>  <b>*R20</b>  <b>*R21</b></p>
	<p>The legislature, which authorized the Turnpike authority specifically excludes placing a toll road on an existing roadway alignment. If this highway is built and the spur to Alexander Drive is removed, these “improvements” will make commuting routes longer and more expensive – which violates the spirit of the law.</p>	<p><b>*R5</b>  <b>*R14</b></p>
	<p>Extremely important from a transit planning perspective, the proposed closed access highway will discourage the development of transit. Once highways are built it is difficult to implement public transit, such as the Hop, Skip, and Jump transit bus system used in Boulder, Colorado. A few weeks ago, the Special Transportation Advisory Committee (STAC) issued a report with a series of recommendations focusing on 2 billion in transit needs. The fact that this Committee was composed of elected officials and representatives from the entire triangle area demonstrates that elected leaders from across the Triangle agree that planning for transit is essential to avoid gridlock among Triangle communities.</p> <p>I submit that a closed access throughway is exactly the opposite of what this area of Research Triangle Park needs. Turnpikes and closed access highways usually</p>	<p>This project is not an alternative to transit and does not preclude continued studies and implementation of transit within the Triangle region or the state. Triangle Parkway is one project in the long range transportation plans for both CAMPO and DCHC MPO.</p> <p><b>*R5</b>  <b>*R36</b>  <b>*R45</b>  <b>*R48</b></p>

C-308

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>benefit people traveling by car or truck through the local area, not the location (RTP) itself. Building roads of this nature to relieve congestion does just the opposite. It induces growth which leads to more congestion, not less. People from a wider area will be attracted to the new highway encouraging through traffic in a much broader area. As vehicle traffic increases, air and environmental quality are reduced.</p>	
C-309	<p>7. Studies referenced in EA. Comment: A better way to relieve congestion on I-40 – the subject of the I-40 congestion study – is to provide HOV lanes as recommended in that study. It is unfortunate that the FHA and DOT continue not to favor this method of dealing with traffic congestion, instead of recommending highways as the only approach.</p> <p>The public needs to note that the “Triangle Parkway” has not been a priority for long. It was not until May 2007 that CAMPO and DCHC MPOs amended their long range transportation plans to designate triangle Parkway as a tolled-facility. This was after the Turnpike Authority offered the “free” roads at no cost to them.</p>	<p><b>*RB</b> <b>*R47</b></p>
	<p>8. Water quality of stormwater run-off and impacts. I request that the NCTA work with the NC Ecosystem Enhancement Program to undertake mitigation projects to address or balance the impacts to the perennial streams, flood plain areas and wetlands which will be impacted by this project. The construction work must be undertaken to avoid and mitigate damage when a tributary of Burden Creek is entirely relocated. The Triassic soils are difficult to stabilize, so great care will need to be taken to avoid sedimentation into the stream.</p>	<p>A bridge over Burdens Creek and a retaining wall along the USEPA property boundary are included in the project to minimize impacts to Burdens Creek. NC Ecosystem Enhancement Program (EEP) and NCTA have been coordinating on the project regarding compensatory mitigation. As stated in Chapters 5.5.6 and 8.2 of the EA, NCTA has coordinated with USACE, in addition to EEP, regarding mitigation required for this project. NCTA received acceptance April 16, 2008 from EEP for compensatory mitigation for the Triangle Parkway project.</p> <p>The NCTA will be required to prepare an erosion control plan prior to construction and will implement best management practices to limit runoff. In addition, the NCTA will be required to follow the conditions of the Section 401 and 404 permits.</p> <p><b>*RA</b></p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
C-310	9. A compromise alternative. I recommend that the toll be free for buses, vanpools and hybrid cars. I also recommend HOV lanes on the new highway.	Comment noted.  <b>*R16</b> <b>*R47</b>
	10. Public Transportation. The EA lists meetings with EPA managers and RTP managers. Staff and commuters have an important interest too which may be broader than a facility focused review by management. Employees at the staff level have had little time to absorb and understand the toll road proposal. Further the NCTA has not been responsive to a major stakeholder affected by the proposal – the EPA Child Care Center. In April 2007, Dr. Gary Byrd approached you during this development phase, and strongly urged NCTA to foster direct and immediate lines of communication with FEELC.  “Indeed we are very keen that NCTA share the Environmental Assessment document as soon as possible. It would be in both our interest to scrutinize whether this document performed the appropriate air and noise impact analyses and properly address the health impact of a roadway so close to an existing child care center. In addition, we would like there to be close coordination between FEELC, NCTA and its contractors when considering appropriate remedies to this situation.” No word was heard from NCTA.	NCTA has received Dr. Bird’s information and his comments, and responses are provided in this table. This information was considered during the noise and air quality analyses performed for the project.  <b>*R26</b> <b>*R40</b>
	11. Why an EA and not EIS?  I disagree with the EA’s determination on non-significance because of the significant impact of air toxics on the children in the Child Care Center.  The EA says, “the proposed project will proceed as an EA unless public feedback on environmental studies indicates an expanded study is necessary.” Indeed it is baffling why an EIS wasn’t undertaken for the Triangle Parkway from the start. FHWA own regulations state that a highway project of four or more lanes on a new location (23 CFR 771.115(a)(2)) and is a new controlled access freeway (23 CFR 771.511(a)(1)) normally requires an EIS. Given the proximity of the child care center to a new closed access highway, one should be undertaken because of the significant air quality and noise impacts on children in this facility. A child’s health must be a priority when planning a roadway and this highway is no exception.	<b>*R8</b> <b>*R11a through *R11c</b> <b>*R23 through *R26</b> <b>*R30</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	Section 5.1.14 – Air Quality 1. Under MSAT analysis, EPA does not agree that the tools cannot be used to conduct a quantitative assessment. Numerous references are available, and this is also the subject of a number of pending lawsuits.	*R8 *R11a *R11c
	2. MSAT discussion limited to regional-scale, while majority of MSAT concerns associated with local-scale impacts.	*R11b
	3. MOBILE6 not just a trip-based model.	Comment noted.
	4. Multiple dispersion model references available indicating appropriateness of use.	*R11a *R11c
	5. Numerous health references available. Many of the health concerns are acute; thus, the long term exposure arguments are moot. Uncertainties exist for all aspects of modeling associated with a transportation project, including travel demand and land use estimations. Should not selectively accept or not accept modeling uncertainty depending on the application.	Comment noted.  *R11e
	6. Numerous near-road epidemiological studies indicating adverse effects at ambient concentrations.	Comment noted.  *R11e
	7. Weight-of-evidence of health studies, recommendations by American Pediatric Association, and state legislation warrant consideration when it comes to the need for an MSAT assessment.	Comment noted.  *R11e
	MSAT Air Quality Assessment Addendum 1. Health studies show that adverse effects may occur at AADT's as low as 10,000. Although FHWA has recommended only doing analyses at AADT's of 140,000 or more vehicles, this threshold is not consistent with health study results.	*R8 *R11e
	2. EPA does not agree with the statements that the science tools are “encumbered by technical shortcomings or uncertain science.” All models have uncertainty associated with them, but this does not discount their useful in assessing potential risk and protecting public health.  3. The addendum states, “Some recent studies have reported that proximity to roadways is related to adverse health... [but these studies do not] provide information that would be useful to alleviate the uncertainties needed to enable us to perform a reliable, more comprehensive evaluation of the health impacts specific to this project.” There are a number of concerns with this paragraph. First, there are hundreds of studies that have been published just since 2000 associating proximity to roadways with a number of adverse health effects including	*R11a through *R11c *R11e

C-311

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>respiratory, birth and developmental effects, cardiovascular, premature mortality, and cancer. Baldauf et al. (2007) provided a summary of a number of these studies at the Transportation Research Board’s Air Quality and Land Use Planning Conference in 2007. In addition, these studies may not implicate specific pollutants as resulting in the adverse effects; however, they do implicate proximity as a key factor in all studies.</p>	
C-312	<p>Air Quality Analysis</p> <ol style="list-style-type: none"> <li>1. For Construction Air Quality, a number of comments and concerns:           <ol style="list-style-type: none"> <li>a. As a showpiece project for North Carolina, this project should implement sustainable practices to the extent feasible (e.g. Green Highways practices, recycling materials, minimal footprint, etc.)</li> <li>b. Because of the close proximity of populations to the project site, no open burning should be allowed. Ensuring the burning is not a “hazard to the public,” this should include health in addition to visibility.</li> <li>c. Given potential water restrictions, what methods of dust suppression be used? Are there alternatives to water that are environmentally safe? This potential concern is another reason to minimize the project’s footprint.</li> <li>d. All construction equipment should have the latest air pollution control devices installed, including particulate traps for diesel construction equipment.</li> </ol> </li> </ol>	<p>Open burning will not be allowed for this project.</p> <p>The Design Build Team will be required to take whatever measures are necessary to minimize soil erosion and siltation, water pollution, and air pollution caused by their operations. The Design Build Team will also be required to comply with the applicable regulations of all legally constituted authorities relating to pollution prevention and control. The Design Build Team will be required to stay fully informed of all such regulations that in any way affect the conduct of the work, and will at all times observe and comply with all such regulations. In the event of conflict between such regulations and the requirements of the specifications, the more restrictive requirements will apply.</p> <p>The Design Build Team will be required to control dust throughout the life of the construction of the project within the project area and at all other areas affected by the construction of the project, including, but not specifically limited to, unpaved secondary roads, haul roads, access roads, disposal sites, borrow and material sources, and production sites. Dust control will not be considered effective where the amount of dust creates a potential or actual unsafe condition, public nuisance, or condition endangering the value, utility, or appearance of any property.</p> <p>The NCTA will commit to providing the Design Build Team any information that USEPA can offer specific</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-313

Name	Comment	Response
		<p>to the following issues: 1) availability of low sulfur fuel for construction equipment and information on cost differential; 2) Information on the latest air pollution control devices on construction equipment and whether all equipment needs to be new or be retrofitted; 3) A suggested reasonable amount of time for equipment to idle versus the effect of equipment restarts; and 4) Examples of other forms of dust control that have been used successfully on large construction projects (e.g. foam).</p> <p>If USEPA has information on these topics and successful applications, NCTA will commit to discussing and encouraging their use with the Design Build Team.</p> <p><b>*R39a</b></p>
	<p>2. MSAT discussion same as in other documents; similar comments applicable to this section too.</p> <p>Figure 1. Changes in CO, BC, and PM number concentrations measured in Los Angeles, CA as a function of distance from the road. This figure highlights the elevated concentrations of these traffic emitted pollutants, as well as the exponential decrease in concentrations with distance. This figure also highlights the inter-relationship of CO with potential surrogate measurements of BC and PM number (Zhu et al., 2002).</p> <p>Roadway design can influence the amount of emissions generated from motor vehicles as well as the transport and dispersion of the pollutants from the road. Factors of roadway design that can impact emissions include road grades, ramps, intersections, sharp curves, and merge locations. Road grades create a potential increased load on vehicles ascending the grade leading to increased exhaust emissions, while vehicles descending the grade may experience increased brake emissions. The presence of ramps, intersections, curves, and lane merge locations may also lead to increased brake wear emissions, idling vehicle conditions due to increased congestion, and accelerations to reach prevailing speeds. The type of</p>	<p>Comment noted.</p> <p><b>*R11e</b></p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-314

Name	Comment	Response
	<p>pavement on the road may also affect the amount of re-suspended road dust, while asphalt pavements also emit small levels of VOC's.</p> <p>The topography around the roadway will influence pollutant transport and dispersion away from the road. At-grade roadways will experience the least amount of resistance to pollutant dispersion if no other structures exist near the road (see next section). However, cut section roads, whether vertical or sloped cut walls, will increase the number of vortices created by wind flow into and along the cut section roadway, potentially increasing pollutant dispersion. In addition, as winds flow up and out of the cut section, the plume off the roadway may be more elevated than under an at grade condition. Figure 2 shows an example from a wind tunnel study comparing roadway design configurations and changes in near road air pollutant concentrations to illustrate these effects. The figure shows that emissions from motor vehicles in a cut section with a 6m or higher noise barrier at the top of the cut section result in the lowest air pollutant concentrations for the scenarios evaluated.</p>	
<p>Julie McClintock                      (From Official Public Hearing Transcript Lines 904 thru 908)</p>	<p>I had a quick question. You know what would be so helpful would be if your engineers could make a map which would show, for example, the areas concerned, not just the roads. It would be so helpful to be able to see, for example I'm concerned about the EPA area – have a map of EPA, the proposed highway, and then Alexander Drive. It's so hard to get a picture of what's actually happening there.....</p>	<p><b>*R43</b></p>
<p>David McDowell                      (From Official Public Hearing Transcript Lines 316 thru 361)</p>	<p>I'm a Raleigh native and founder of <a href="http://NoTollsOn540.org">No Tolls on 540.org</a>. We are here tonight because the Turnpike Authority wants you to know that the Triangle Parkway portion of the Triangle Expressway, which includes the Western Wake Parkway, they want to try to sell you on the idea that this stretch of road should be built as a toll road. The Turnpike Authority wants the Triangle Parkway Expressway to lead them forward as the State's first toll road. The currently open portion of I-540 is toll free; however, south of I-40 to NC 55 in RTP was renamed to NC 540 to avoid conflicts with Federal tolling agreements on interstate highways so that one day you could wake up and suddenly find this section of road tolled, a road that you are able to drive without tolls today.</p> <p>We also have Governor Easley's 21<sup>st</sup> Century Transportation Commission wanting to determine where our future transit needs are focused, this group containing North Carolina legislators that support the Turnpike Authority. And there may be proper places to implement toll roads in North Carolina, but part of our I-40 loop, along with the 147 extension, does not fit that model. In 2007, legislators could not agree on a way</p>	<p>Comment noted.</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-315

Name	Comment	Response
	<p>to fill the GAP funding that the Turnpike Authority is asking for. Keep in mind that 2008 is the last year for Governor Easley's administration. Let the new governor's administration begin and allow that administration to decide the fate of our tolls. That said, I hope this trend continues in 2008, not only to not fill the GAP, but to not allow the Turnpike Authority to use a public-private partnership for funding of this project. Private investors want only one thing – return on investment. This means higher tolls over a longer period of time. Not only that, we lose public control of our transportation infrastructure.</p> <p>On another note, you may have heard of STAC, the Special Transit Advisory Commission. How many more groups or commissions will it take to confuse the public on our transit future? In a nutshell, STAC's basic charge is to determine goals and objectives for regional transit investments, make recommendations, and ultimately come up with a Regional Transit Vision Plan for the Triangle. So far, their draft plan does not address the issue of toll roads. It primarily focuses on rail and bus only, with a tiny provision to work with a road's owner on how to best use it for their buses. Their draft plan currently proposes one way to fund it as a half-cent sales tax increase.</p> <p>Everyone knows the challenges this area faces for the future of our regional transit. STAC wants you to pay higher taxes for rail and bus systems, and the Turnpike Authority wants you to pay tolls on parts of 540 and the 147 extension. Let me shorten that – pay higher taxes and tolls at the same time. Do you see what's coming? It's clear to me that organizations charged with making our transit future brighter continue to be reading from two completely different books. They are disconnected and not working together towards one common goal.</p> <p>Atlanta has their 285, Charlotte, has their 485, and Raleigh shall have its 540 loop. The Turnpike Authority says “toll road or no road,” yet there are still many alternative ways to fund the road. If we use STAC as an example, why not make this section of 540 and the 147 extension part of their plan? Let their proposed tax increase not only be used to fund their regional rail and bus projects, but also for this road. Let's have one plan directing our regional transit, not many. Let's make 147 and all of 540 without tolls. Thank you.</p>	
David McDowell No Tolls on 540 <b>Email 4/16/08</b>	Just about one year ago, CAMPO and various others gave a nod for the NCTA (Turnpike Authority) to move forward with their proposed toll roads, believing the NCTA's statement "toll road or no road". A LOT has changed in just one	<b>*RB</b> <b>*R14</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>year. Disturbing facts about the NCDOT financial miss-management have finally become public news and candidates for Governor of NC see transportation overhauls as part of their challenge. STAC (in the Triangle area) was formed to look at our transportation future and Raleigh, NC banned Garbage Disposals. (My apologies Mayor Meeker, that's a stab at your account, but I hope I got some laughs.) Everyone is greatly appreciated that you and the City Council stood up and admitted that mistake and have reversed that ban.</p> <p>Toll roads in NC are also a grave Mistake. <a href="http://NoTollsOn540.org">No Tolls on 540.org</a> encourages CAMPO and all involved to reconsider your support of the proposed toll road in the Triangle area now currently known as the "Triangle Expressway". We ask you to reverse your support of toll roads in the Triangle and NC and open your eyes and ears to the reasons and suggestions for solutions:</p>	
	<p>1. NC is/was the "Good Road State". Encourage the NC Legislature to NOT approve the GAP funding the NCTA is asking for and NOT allow a public/private partnership (a private investor wants nothing more than Return On Investment, otherwise known as Profit). Allow the NEW Governor and his new administration to tackle our transportation needs head on. Don't allow an outgoing administration to leave us with the poor decision of allowing toll roads. We want to retain the "Good Road State" title do we not? Let's not become another "Toll Road State".</p>	*R14
	<p>2. NCDOT Overhaul - As mentioned above, task the new Governor and his administration with this challenge. If not mistaken, there is an equity plan for NCDOT funds in NC, meaning rural areas get the same funding as populated areas. This leaves us with large, 4 lane highways where populations are staggeringly low, while other 4 lane highways where populations are exploding can't handle the traffic load. Put the money where the need exists.</p>	Comment noted.
	<p>3. STAC (Special Transit Advisory Commission) was charged with looking into our transportation future. Their proposed plan and draft report - nothing but rail and buses. Are roads not also part of a transportation infrastructure? STAC wants to ask Triangle area taxpayers to approve a half cent sales tax increase and an increase on annual vehicle fees to pay for their proposed rail and bus plan. All the while, we have a toll road built on *part* of a loop? So CAMPO is going to allow us to be faced with the potential for Higher Taxes, vehicles fees AND tolls? Why doesn't the STAC plan include the I-540 loop and NC 147 extension to allow for the higher taxes and vehicle fees go towards completion of those roads without tolls? I personally support mass transit, BUT let's have a completed TOLL FREE I-540 loop and NC 147</p>	Comment noted.

C-316

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-317

Name	Comment	Response
	extension BEFORE we build rail. Those completed roads will drastically change regional traffic patterns.	
	4. Senate Bill 1381 - <a href="http://www.ncga.state.nc.us/Sessions/2005/Bills/Senate/HTML/S1381v6.html">http://www.ncga.state.nc.us/Sessions/2005/Bills/Senate/HTML/S1381v6.html</a> Remember this? The currently open section of I-540 (now called NC 540) that runs about 4-5 miles from I-40 south to NC 55 in RTP was built and paid for with our NC tax dollars and other funding. Senate Bill 1381 allows this section of highway to be converted to a tolled road, law specifically changed in favor of the NCTA and shady by design in the eyes of the public. That's also a double dip on taxpayers and should NOT be allowed. We have already paid for this section of road. Maybe the Garbage Disposal rule fits here for the Senate?	The conversion of NC 540 from NC 55 to NC 54 to a toll facility is not a part of the scope of the Triangle Parkway project. The NCTA is studying the tolling of NC 540 as a separate project and will complete the appropriate environmental documentation for this project.
	5. End the Highway Trust Fund transfer - this is already being discussed and proposed to be phased out?	Comment noted.
	6. Double all traffic fines and penalties - If not mistaken, currently (by NC Constitutional law) 100% of the money raised in this fashion goes towards education. If these fines and penalties are doubled, 50% could go towards education, meaning education gets the same amount of money they are already receiving and 50% could go towards transportation funding. Education funding is not harmed and transportation funding is achieved. This is a great solution that only impacts those who are already breaking traffic laws and does not impose higher taxes on NC residents. Being Constitutional law, this would have to go to public vote? Perfect for the November ballot (having the NC Legislature HOLD and follow #1 above by NOT allowing the NCTA to move forward at this time).	Comment noted.
	7. Pressure the Federal Highway Administration to own up to its promise. NC is a giving state. For every dollar NC puts towards the Federal Highway program, \$0.92 is promised back in return. A <u>presentation by the NCTA</u> , slide 17, shows we are only getting \$0.88 back, and we've heard rumors of less than that actually coming back. The Federal Highway Administration should be held to its promise.	Comment noted.
	8. Make sure we are imposing proper and sufficient impact taxes on developers, including expanding road infrastructure at their cost in areas of development.	Comment noted.
	9. Be aware that *if* tolling is allowed to go forward, a cashless system brings up the issue of environmental justice. Low income households do not have the ability to receive credit if an account can be applied for and created and/or would likely default on invoices if billed monthly, a burden not deserved.	<b>*R18</b> <b>*R22</b>
	Thank you for your time and attention to this matter. David McDowell, Raleigh native and Founder of <a href="http://NoTollsOn540.org">NoTollsOn540.org</a> welcomes any and all discussion of this matter and	Comment noted.

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	encourages more thought from all of you on, beyond and above the mentioned items in this letter. Please submit this letter into the public record. <u>No Tolls on 540.org</u> is firmly against the NCTA's proposed Triangle Expressway toll project. We also want to enable NC Legislators to know there ARE viable funding options, as we have mentioned a couple. Toll roads are not the solution.	
Ben Scaggs <b>RTP-USEPA</b> <b>NIEHS</b>  (Ben Scaggs, USEPA and Marc Hollander, NIEHS presented and included in Official Public Hearing Transcript Lines 365 thru 417)	<p>Good evening. I'm Ben Scaggs, the Director of Administration at EPA here in Research Triangle Park. I appreciate the opportunity to speak at this venue about the proposed Triangle Parkway project.</p> <p>First, I'd like to be clear about the role EPA-RTP plays in this process. While the EPA is involved in reviewing the Environmental Assessment from a regulatory perspective – that review is handled by EPA's Atlanta Office for all projects in the State of North Carolina. As a landowner in RTP, the portion of EPA I represent tonight is making comment on the impact of the project as it related to our localized operations – just as our other private sector neighbors in the Park will do.</p> <p>That being said, as a local entity EPA-RTP has a wealth of technical folks that we are engaging to make comments to the EA. I look forward to submitting those comments in writing before your deadline of April 8<sup>th</sup>. Here is preview of what those comments will entertain:</p> <p>First, mitigating access impacts that the project is going to have on our campus, primarily related to the loss of the spur at the end of the Durham Freeway, which serves to bring employees to what is today our primary entrance off of Alexander Drive. Once the spur is removed, we anticipate the traffic patterns are going to shift from that entrance to our Hopson Road gate. We appreciate the relationship that we have had with NCTA and NCDOT in working with us to maximize the efficiency of that gate through maintenance of a full movement intersection and for a traffic signal paid for by NCTA following a traffic load evaluation. Our concern in this area center around two things – safety for our employees and convenience for our employees and visitors, including the Triangle Transit van pools and buses that service our campus.</p> <p>The second area of concern surrounds mitigating noise, emission, and other impacts, both during construction and long-term for the east side of our First Environments Early Learning Center, also previously mentioned. It would be our closest occupied structure to the roadway, and again we've been pleased to date with the level of engagement we have had with NCTA and NCDOT in discussing this issue and looking at a possible solution.</p>	<p>See Comments and Response Table C-2 for responses to all USEPA/NIEHS – RTP comments on the EA.</p> <p><b>*R3</b> <b>*R34</b></p> <p><b>*R11a through *R11c</b> <b>*R11e</b> <b>*R30</b></p>

C-318

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-319

Name	Comment	Response
	<p>The third area relates to finding a mechanism to continue to work collaboratively with NCTA and NCDOT to address the concerns I've mentioned above. One of the things we're concerned about is the design-build contract that is being proposed. Having had experience with design-build arrangements, we are concerned that the fluid nature of these contracts, which are chosen in part to increase the speed with which work is accomplished may fail to capture or honor our agreements or afford us the opportunity to remain actively engaged in a meaningful way as the work moves forward. And our written comments will provide ideas about concrete ways to formalize these arrangements within the design-build framework.</p>	<p><b>*R41</b></p>
	<p>In closing, as an active member of the owners and tenants group in the Research Triangle Park, we recognize the benefits this project can bring to the broader community. But we also understand the quite real concerns that you are going to hear. Are there aspects of this project about which we are concerned? You bet. You've heard a few and you'll get more in our comments. Do I wish we were having a similar conversation around improving mass transit to help solve some of our transportation challenges. You bet, I wish we were. However, given the approach that we as a state and regional community have decided to take, we remain convinced that the only way to address our mutual concerns is to move forward together. We appreciate the opportunity that you have afforded us to do that. Thank you.</p>	<p>Comment noted.</p>
<p>Reid Tyler <b>Comment Sheet</b></p>	<p>This project is much needed. It is fair for the users to pay a significant portion of this project. Construction of projects like this by “design-build process” is the right way. North Carolina needs to have alternative funding mechanisms for its roadways.</p>	<p>Comment noted.</p>
<p>William Wallace <b>Comment Sheet</b></p>	<p>Re: Comments submitted for STIP Project No. U-4763B aka “Triangle Parkway”                      Jennifer Harris:                      Below please find my comments submitted at the public hearing for the proposed Triangle Parkway from NC 540 to I-40, STIP Project No. U-4763B.</p> <ol style="list-style-type: none"> <li>1. I believe North Carolina should have the option of toll roads on the table when planning future transportation needs, and a successful first project is critical to ensuring this option is available in the future.</li> <li>2. After reading the Environmental Assessment (EA) for the proposed Triangle Parkway, I have a question. Is this project a deliberate effort to sabotage the North Carolina Turnpike Authority (NCTA) and embarrass its officials?</li> </ol> <p>Before you immediately dismiss this question as farfetched, let me point out some items in the EA that would paint an unflattering picture of the NCTA if the</p>	<p>Each issue you outlined regarding the project funding, a standalone project, and the continued availability of the non-toll alternative routes is correct. The availability of gap funding to initiate the NCTA project was based on legislative decisions; however, the use of the toll facility will be an individual choice based on benefits and services gained from using the facility, in addition to maintenance and operation services provided by NCTA over time.</p> <p>As disclosed in the EA, there are both a central employment center and regional need for the project, which remain identified in the RTP Master Plan, the local comprehensive transportation plans from both</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-320

Name	Comment	Response
	<p>Triangle Parkway project should fail for any reason.</p> <p>And, if anyone thinks it unlikely that the Triangle Parkway project could possibly fail, no one thought the resurfacing of I-40 in Durham County was going to end up botched that led to the retirement of the state highway administrator Len A. Sanderson on 1 Jan 2007. Ref <a href="http://www.newsandobserver.com/1244/story/512499.html">http://www.newsandobserver.com/1244/story/512499.html</a></p> <p>3. Items in the Environmental Assessment (EA) that caught my attention are listed below:                      Item #1 – Tolls won't pay for the project.                      "The Preliminary T&amp;R Study concluded, "Tolls potentially can cover a significant portion (but not all) of the project cost." – EA page 13                      Item #2 – The Triangle Parkway is not a priority.                      "Mr. Ahrendsen (Durham-Chapel-Hill-Carrboro MPO) indicated that without a toll option, it is unlikely the DHC MPO would support the project because of other higher priorities that require funding." –EA page 297                      Item #3 – The toll road is only 3.4 miles.                      "Constructing a full control access road extending approximately 3.4 miles in length from NC 540 to I-40." --EA page 72                      Item #4 – The Triangle Parkway is a standalone project.                      "Triangle Parkway is one of three toll projects proposed in the Triangle area." ...Each project has logical termini and independent utility, and does not limit consideration of alternatives for other reasonably foreseeable projects. In addition, the preliminary Traffic &amp; Revenue Studies for each project indicate that each of these projects could be implemented individually as toll roads. – EA page 17                      Item #5 – I-40 is one free alternative already in use.                      "Free alternative routes such as I-40, NC 54, NC 55 and Davis Drive are currently available." – EA page 161</p> <p>4. If I have this all correct, the Triangle Parkway is a 3.4 mile standalone project, not a priority, which tolls won't pay for that drivers can bypass using I-40 that is the current route today.</p> <p>Success depends on factors outside the control of NCTA. I hope everyone that</p>	<p>DCHC MPO and CAMPO, and a number of other land use and transportation plans in the Triangle region, including those of the Town of Morrisville and the Town of Cary. DCHC MPO has the project rated as one of its top eight priority projects.</p> <p>The Triangle Parkway is a priority for the Triangle region; it is not a low-priority project. The legislature has identified Triangle Parkway as a project that should be implemented with toll funding. Rather than delaying other projects, tolling on Triangle Parkway will allow traditional (non-toll) revenues to be used for other projects that are not financially viable as toll roads.</p> <p>The project will improve accessibility, mobility, and connectivity to RTP, in addition to providing an important link within the transportation network for the Triangle region. For the year 2030, approximately 130,000 vehicles per day are projected to pay the toll fee given their benefit in less vehicle-miles traveled and associated travel time savings.</p> <p>In relation to the Triangle region, Triangle Parkway is individually important to the region since it will increase the capacity of the transportation network by over 100,000 vehicles per day, which would otherwise be traveling on the existing roadways. See Chapter 1 in the EA for additional information.</p> <p><b>*R21</b></p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Petition with 318 signatures  (Gary Bird mentioned in Official Public Hearing Transcript Lines 586 thru 587)	<p>signed off on the EA is comfortable with this. Thank you!</p> <p>Petition to oppose the construction of Triangle Parkway in proximity to a childcare Center (FEELC)</p> <p>We, the undersigned, formally express our opposition to construction of the Triangle Parkway in close proximity (350ft) of First Environments Early Learning childcare center. These children will be exposed to air toxicants 10 hours a day for approximately 248 days (or 2480 hours) per year at the childcare center. The regional air toxics analysis in the current Environmental Assessment is inadequate because it does not directly address how the proximity of the road will significantly increase the exposure of children to localized air toxicants.</p> <p>Because of the danger of the proposed toll road having significant health effects on children, we petition the NC Turnpike Authority to immediately halt plans for constructing the Triangle Parkway until a more rigorous Environmental Impact Statement (EIS) is performed.</p>	<p><b>*R8</b>  <b>*R11a through *R11c</b>  <b>*R11e</b>  <b>*R26</b></p>
Jason Ching <b>Email 3/24/08</b>	<p>I am an employee at the EPA facility in RTP. I will be impacted by the proposed Triangle Parkway from NC-540 to I-40 as I commute via NC-147. It is my understanding that this proposal calls for this to be a tolled facility (I believe at Hopson road). I seek more information about this particular aspect. There are currently no tolls in the vicinity of RTP, I-40, NC-147, and I-640, The issue is: why is a toll is to be levied at and only on this particular intersection - it seems arbitrary and I view it as biased against certain commuters using NC147 needing to get to and from RTP. If there is need to finance this effort, why is the toll to be levied only at this juncture?</p> <p>(1) I seek the reasoning behind this.</p> <p>(2) Other details requested are the specifics of the toll including cost for each entering and exiting, speed passes, and anything else, toll-wise, that would be of interest to those who will be impacted by this.</p>	<p><b>*R14 through *R18</b>  <b>*R21</b></p>

C-321

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Stefanie Reed <b>Email 3/27/08</b>	<p>I live in the Kitts Creek Subdivision in Morrisville. NCTA completed a study in 2006/2007 which proposed by 2030 that just under 20,000 cars per day will be passing through Kit Creek Rd. I believe that the traffic projections of 20,000 cars per day is inaccurate. This study was completed with the assumption that the Church Street and Barbee Road Rail Crossings were open. The Town of Morrisville has initiated a separate study to identify the impact of traffic on Kit Creek Road and the surrounding area if Church Street and Barbee Road Railroad Crossings were closed. The study is projected to be completed by mid-April. Unfortunately, NCTA wants citizen comments by April 8, 2008 before the town of Morrisville study is complete. The Kitts Creek community is directly impacted by the Kit Creek Rd Connector. I think it is unfair for the residents of Kitts Creek to comment by April 8<sup>th</sup> when all the facts have not been laid out. My proposal is to extend the comments deadline to the end of April so that residents of Kitts Creek can make a fair assessment of the situation.</p> <p>I just want to make clear, with the information that I have at hand at this time, I want the Kit Creek Connector.</p>	<p>The approximation of 20,000 vehicles per day on Kit Creek Road in the year 2030 is based upon the raw output from the Triangle Regional Model (TRM). This model is maintained through a joint effort of CAMPO and DCHC MPO. The NCTA coordinated directly with both CAMPO and DCHC MPO to obtain the most recent approved version of the regional travel demand model for use in developing the NCTA project-level toll traffic projections. The intent of this coordination was to ensure that our process was consistent with regional transportation planning efforts of each MPO.</p> <p>Please note that comments are welcome at any time. However, to ensure comments are included with the official public hearing record and formally addressed in the final environmental document, they must be submitted by April 8, 2008.</p> <p><b>*R13</b></p>
Glenn Myers <b>Email 4/8/08</b>	Please do NOT close the spur on 147 from I40 to TW Alexander Drive. This is how I get to work every morning and go home every night. It is a valuable piece of road.	<p><b>*R1</b> <b>*R2</b></p>
Kristopher J. Hilscher <b>Fax 4/12/08</b>	<p>I would like to express my concern about the pending closing of the half-mile extension of the Durham Freeway that currently links Interstate 40 to T.W. Alexander Drive. It is my understanding that this section will be closed when the proposed Triangle Parkway is constructed.</p> <p>While this may or may not significantly affect commuters to and from Research Triangle Parkway, I would submit there is another group who this will affect. I personally use this stretch to travel anywhere north of the Triangle from my residence in the southern Wake County. I know of several other people, including my family, who also use this route for this purpose. I would strongly urge you to consider leaving this stretch of the road open if at all possible.</p>	<p><b>*R1</b> <b>*R2</b></p>

C-322

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Daren Keller <b>Email 4/1/08</b>	I am writing for several reasons:  1. When/where is the next public input session for the proposed Southern portion of the Triangle Parkway that could potentially be tolled?	<p>The NCDOT’s current State Transportation Improvement Program (STIP) includes consideration of a multi-lane facility on new location between NC 540 and McCrimmon Parkway (Project U-4763A). This project was reviewed at the request of the Town of Morrisville for inclusion in the Triangle Parkway project, but it was not financially viable. Therefore, this project is not being studied by the NCTA as a candidate toll facility.</p> <p>NCTA recommends contacting the Town Manager, Mayor, or Town of Morrisville Planning Department to further discuss any concerns related to the McCrimmon Parkway Connector. Contact information is as follows:</p> <p>John Whitson            Manager, Town of Morrisville            260 Town Hall Drive, Suite B            Morrisville, NC 27560            Phone: (919) 463-6150            Fax: (919) 481-2907            email: <a href="mailto:jwhitson@ci.morrisville.nc.us">jwhitson@ci.morrisville.nc.us</a></p> <p>Jan Faulkner            Mayor, Town of Morrisville            137 Walton's Creek Road            Morrisville, NC 27560            Phone: (919) 481-0122            Email: <a href="mailto:jfaulkner@ci.morrisville.nc.us">jfaulkner@ci.morrisville.nc.us</a></p> <p>Ben Hitchings            Planning Director, Town of Morrisville            260 Town Hall Drive Suite B            Morrisville, NC 27560            Phone: (919) 463-6194            Fax: (919) 481-2907            Email: <a href="mailto:bhitchings@ci.morrisville.nc.us">bhitchings@ci.morrisville.nc.us</a></p>

C-323

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-324

Name	Comment	Response
	2. I want to know who SPECIFICALLY is approving the closing of the Durham Freeway Spur for future accountability when we say "I told you so" and the public gets fired up on the first day of closures. I will help that person pack their desk..... This is just a nightmare in the making and will put more cars on I-40. A major portion of traffic to Western Cary, Apex, Holly Springs, Fuquay, etc use this route to/from NC-147 from NC-55 and currently do not ever get on I-40. You will extend commutes and snarl other intersections.	*R1 *R2 *R4 *R5
	3. Has the use of the toll been approved or is it still at input stage? This is a complete inequity for anyone who happens to live in Western Wake County. This will be a State Highway. Someone can drive from Greensboro to Durham and pay \$0 in tolls but if I drive from up I-540 to work I would get the privilege of paying more money than those who mega-commutes. The NCTPA will "sell" tolls as paying for what you use as a local issue. Road infrastructure is never local as all surrounding areas benefit. Why not toll I-40 after the I-540 interchange since they will get benefit from it too? How much does it cost to operate those ferries from Hatteras to Ocracoke but there is no toll? We also know that eventually the State will tap toll money for things other than roads and for areas other than those used by the toll payers (trust me, it will happen).	*R14 *R15 *R19
	4. The amount of public awareness of the proposed Triangle Parkway is pathetic. As always, it appears the NCTPA is educating the public when it's too little too late. I only found out about this by accident. I sure wish these types of decisions were based on referendums on election day and not based on a small sample size of scantily attended public meetings.	*R40
	5. You think a toll plaza improves the flow of traffic and reduces congestion? So where exactly do you plan to put a toll plaza on the assumption that it gets approved? You'll never get 100% electronic toll collection so don't try and sell that either. Once again, the public is going to have to fend off half-brained decision making. Hopefully the public gets educated on this before the first bulldozer arrives.	*R17 *R18
Cynthia Qayyum <b>Email 4/3/08</b>	I am writing to submit my comments regarding the new Turnpike. I am a Morrisville resident living in the Kitts Creek subdivision and I feel that mine and my neighbors' comments should carry more weight than any others, especially regarding the reconnect of Kit Creek Road. Obviously, those of us living here in Kitts Creek will be most directly affected by this.  I understand that the NCTA has requested any public comments regarding the Turnpike and the Kit Creek reconnect to be submitted by April 8th, at least a full week before the	The formal comment period ended April 8, 2008. A few comments were received after the deadline, and they have been addressed. Comments are welcome any time and will be addressed appropriately.  The NCTA will continue to work with the Town of Morrisville regarding this project, including the Kit Creek Road connector portion of the project.

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-325

Name	Comment	Response
	<p>traffic impact study is to be completed. Our opinions would be directly correlated to the results of that study. I am not alone in my suspicion that this strict deadline was probably no accident, so that we would not be able to make fully informed decisions. This doesn't cast the NCTA's policies in a very favorable light. I am forced to form my opinion based on how I predict the traffic study will turn out, rather than on how it in fact turned out.</p> <p>So here it goes:</p>	
	<p>I predict that the traffic study will reveal that the several road closings planned along NC54 and Church Street, along with the installation of the Turnpike itself, will make Church Street an unattractive alternative route for most people. It is my opinion that Kit Creek Road, if reconnected, will NOT become victim to heavy traffic because there will be no easy outlet for that traffic on the Church Street side. Unless they live in Kitts Creek or on Church Street, anyone using the Kit Creek/Church Street intersection will also have to go through either the future Church/Hopson intersection or the Church/McCrimmon intersection, both of which will be traffic nightmares. I think the amount of people who choose to do that will be minimal.</p>	*R13
	<p>Furthermore, I must reiterate the planned closings along Church Street. If the Kit Creek reconnect is not done, our neighborhood will be totally surrounded by, yet effectively cut off from, EVERYTHING we moved here for. Already we are about to lose convenient access to I-540 and the new shopping center that is going in right across from the Church St/ NC54 intersection because they are closing that intersection. I-540 runs practically through our back yards, something we knew would happen but chose to live here anyway because we viewed it as an acceptable trade-off for convenient access to 540. Now we are told our easy access will be removed when they close Church/NC54. Many of us also chose this particular neighborhood because we were promised Kitt Creek road would eventually be reconnected, allowing convenient access to Cisco and other RTP locations. Now we are told that this is also in jeopardy. We need the reconnect so that we can access 540 and office &amp; shopping areas on Davis Drive.</p>	*R13
<p>Christine Lindquist                      Fax 3/26/08</p>	<p><b>Construction of Triangle Parkway will impact Child Care Center (FEELC) and Children's Health</b></p> <p>I submit these comments not just as a concerned citizen, but a very concerned parent that the best interests of a childcare center have not been served by the Triangle Parkway Environmental Assessment. My child attends First Environments Early Learning Center (FEELC), a child care center with 181 children enrolled (max capacity 188), ranging from 6 week old infants to 5-6 year-old preschoolers. It is also home to 48</p>	<p>*R11a                      *R26                      *R27</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>teachers and staff: Operating 10 hours each weekday, 7.30am- 5.30pm.</p> <p><b>Child Health Concern</b></p> <p>My overriding concern is that the planned Triangle Parkway will pass within 350 feet of the childcare classrooms and play areas, and has enormous potential for impacting the health and development of infants and preschoolers.</p> <p>Noise pollution notwithstanding, exposure of these children to mobile air toxicants both during construction of the Parkway and in its planned use is very likely to have significant effects on their health. Notable effects can include an increased prevalence of asthma and wheezing. Indeed, portions of the child population already suffer from asthma to some degree, and which can only be exacerbated by such a roadway.</p>	
	<p><b>Triangle Parkway Environmental Assessment (EA)</b></p> <p>In addressing our concerns, the published EA is unacceptable because:</p> <ul style="list-style-type: none"> <li>The EA is deficient in performing noise impacts as they relate to the FEELC child care center care. Calculations on feasibility of a wall are equally deficient: (i) the adult teacher population was not taken into account, (ii) the Center operates 10 hours <i>per</i> day, and (iii) one child should equal one person. The language used by NCTA on whether any steps would be taken: to mitigate noise and build this wall is vague and non-committal.</li> </ul>	<p>The noise analysis was conducted in accordance with the <u>NCDOT Traffic Noise Abatement Policy</u> and has been reviewed and approved by FHWA.</p> <p><b>*R30</b></p>
	<p>In addressing air quality and how it will impact the health of children, particularly respiratory issues, the EA is grossly inadequate verging on non-existent. The conclusions of the air quality section portray a "can't do anything" mentality that is blinkered and insulting to anyone who may be subject to near roadway construction.</p> <p>It has emerged over recent years that near roadways constitute a serious and significant health impact on vulnerable populations, young children chief among them. Indeed the Lancet paper cited in this EA is a report that emphasizes the deleterious effects that poor air quality can have on developing lungs. In addition, this same Lancet paper emphasizes the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional impacts. This advice is clearly not heeded in this EA; and probably highlights the inadequacy of the EA process.</p> <p>Further, an FHWA Memorandum (dated Feb 3, 2006 from Cynthia J. Burbank, Associate Administrator for Planning, Environment and Realty) advises FHWA on when and how to analyze air toxicants, particularly for projects with high potential for causing air toxicant effects. Included in this category are road projects to be located in</p>	<p><b>*R8</b>  <b>*R11a through *R11c</b>  <b>*R11e</b>  <b>*R11h</b></p>

C-326

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>proximity to vulnerable populations. This child care center is just such a case, and the memorandum thus states that the road project should be more rigorously assessed for impacts (advice on whom to contact for assistance is provided: Michael Koontz or Pamela Stephenson in the Office of Planning, Environment, and Realty in FHWA). Again, advice not heeded in this EA; and probably highlights the inadequacy of the EA process.</p> <p>It is of great concern why an <i>Environmental Impact Statement</i> (EIS) wasn't undertaken for the Triangle Parkway from the start. FHWA's regulations state that a highway project normally requires an EIS if a project is four or more lanes on a new location (23 CFR 771.1 L5(a)(2), and is a new controlled access freeway (23 CFR 771.115(a)(1)).</p> <p>I protest in the strongest possible terms that the best interest of the public, the childcare center and my child have not been served by the Triangle Parkway EA, and that NCTA/FHWA should be required to undertake an Environmental Impact Statement (EIS)</p>	<p align="center"><b>*R23 through *R26</b></p>
<p>C-327</p> <p>Rick Weddle                      RTF                      (From Official Public Hearing Transcript Lines 421 thru 453)</p>	<p>Thank you. My name is Rick Weddle. I'm President of the Research Triangle Foundation, the owner and developer of Research Triangle Park. I'm a resident of Cary and our offices are at 12 Davis Drive in RTP. I would like to make my comments in four main areas if I could, and I will try to be brief because we have a long list of folks to be here tonight.</p> <p>First of all, the north-south freeway in the general location of the proposed Triangle Parkway has, as noted in the previous presentation, been in the plans for RTP since 1958 and in our first master plan since 1960. Triangle Parkway is part of the overall transportation plan and transportation system which has been planned by DCHC, CAMPO, and NCDOT and was identified in the I-40 Congestion Management Study to provide relief for the heavily traveled section of I-40 between I-540 and NC 147. Thirdly, over the past 50 years, the Foundation has reserved the right of way for Triangle Parkway, and we do believe this construction will help connect the Park and the Park's companies to nearby communities in a way that's important for overall mobility within the Triangle. Fourth, we believe that, while perhaps not the best way to approach funding the project, tolling, indeed, is the most expeditious way to achieve the development and implementation of this very important project within a reasonable time period.</p> <p>To these points, we entertain a dialog and conversation with the owners and tenants</p>	<p>Comment noted.</p> <p align="center"><b>*R41</b></p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>within the Research Triangle Park, and we recognize that there are always pros and cons for major infrastructure projects. We asked the companies to send us their concerns, and the comments we have received from all companies range from no concerns to very specific site concerns to general concerns about diminished access on T. W. Alexander and Kit Creek Road. We understand that these will be prepared or presented in writing in the overall comments section.</p> <p>We encourage the Turnpike Authority to work with us and work with the companies in RTP to address these issues which have arisen in the detail design so that the positive aspects of the facility are not lost because of a few unmitigated negatives. And we at the foundation are willing to entertain the opportunity to participate in that dialog. This has been a long awaited, much planned, and badly needed public infrastructure project. From our perspective, while there are issues and concerns that have arisen to the detail design, we do believe the overall public benefit outweighs the negative impacts, and, therefore, we fully support the timely construction of Triangle Parkway as the Turnpike says, a tolling facility in North Carolina. Thank you very much.</p>	<p>Comment noted.</p>
<p>Racine Mitchell-Sinclair                      Regional Transportation Alliance                      (From Official Public Hearing Transcript Lines 458 thru 471)</p>	<p>Good evening. My name is Racine Mitchell-Sinclair, and I'm the 2008 Chair of the Regional Transportation Alliance. Thank you for giving us an opportunity this evening to speak. The Regional Transportation Alliance business leadership group has been a strong supporter of the Triangle Parkway for several years. We applaud the Research Triangle Park for reserving the right of way for nearly 50 years for this important project. In this climate of double digit construction costs and inflation, toll roads remain a very valid way to dedicate revenues to completing a specific major project such as the Triangle Parkway and, indeed, the entire Triangle expressway corridor. We look forward to the congestion relief that this new turnpike freeway promises Durham and Wake Counties, particularly in conjunction with the proposed Durham East End Connector. On behalf of more than 100 members in 22 member Chambers of Commerce in nine counties in the extended Triangle region that belong to the Regional Transportation Alliance, we salute the Turnpike Authority for agreeing to advance the construction of this roadway by designing as a turnpike route, and fully support its efforts. Thank you.</p>	<p>Comment noted.</p>
<p>Ted Conner:                      Durham Chamber of Commerce                      (From Official Public Hearing Transcript Lines 480 thru 514)</p>	<p>Well, good evening. My name is Ted Conner. I'm Vice-President of the Economic Development with the Durham Chamber of Commerce, and I appreciate the opportunity to come forth and speak this evening.</p> <p>I just want to say, first off, that we are really pleased that Durham is the home to Research Triangle Park, and we applaud the Park and actually many of the private developers that over the years have reserved critical pieces of the right of way for the</p>	<p>Comment noted.</p>

C-328

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-329

Name	Comment	Response
	<p>past 50 years to allow this project to move forward. Our Chamber approved in 2004 a resolution to support the Triangle Parkway. The need for the Parkway has certainly not gone away since that time, and we are excited about the prospect of the imminent completion of the turnpike. I might add that nobody would like to pay extra money to drive on the road. We wish there were funds out there to build the road, but, alas, there are not. Thus a toll is really the only way to get this road built somewhere in my lifetime, which I hope will be a long one.</p> <p>The Triangle Parkway will provide a new route to RTP that complements other road projects that are currently in the row, whether it be the widening of Davis Drive, the widening of NC 55, and other roads that currently will be expanded. And the Parkway will also take really needed pressure off I-40. Anybody who drives I-40, you can feel that pressure, and the congestion also creates a lot of side effects like air pollution and other types of issues. Coupled in Durham with the critically important East End Connector, as well as another project that's on our TIP, which is the widening improvement of US 70, this road will really serve to generate or create a real smooth flow of uncongested traffic to Research Triangle Park.</p> <p>Now, go back to Research Triangle Park because as the region's grown tremendously, and will grow tremendously in the future, RTP is still the heart of our economy, and we have to support it as strongly as possible. Thus we salute the Turnpike Authority for agreeing to advance the needed construction of this roadway, and we support its efforts. And we look forward also, I might add, to a collaborative planning process where the needs of the community and the needs of businesses are met along with the needs for the road. We certainly look forward to congestion relief, and we look forward to the turnpike freeway promise to what this new road promises for Durham and the Triangle. Once again, it supports our economy tremendously today, as well as in the future. While once again I would like to say I wish there were money out there growing on trees that we would not have to use tolls, I agree with Rick that tolls are about the only way to expeditiously build this facility, and we look forward to the completion. Thank you.</p>	
Drew Moretz Government Affairs for the Raleigh Chamber of Commerce (From Official Public Hearing Transcript)	Thank you. My name is Drew Moretz. I'm the Vice-President of Government Affairs for the Raleigh Chamber of Commerce, and like the Durham Chamber, we too supported this project and passed a resolution for support back in 2004. The need to complete this project has not gone away and, again, this two years, I mean three years ago, and we're talking about an increased population growth. Certainly in Wake County we're seeing explosive growth in municipalities, as well as the county, and we do applaud	Comment noted.

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Lines 518 thru 533)	<p>the Park for reserving the right of way for this project as others have stated. What we hear from DOT is that this project would not have been completed by 2030 if it were not for the tolls. We see a \$65 billion gap between needs and anticipated revenues. There is really no way to dig our way out of this hole other than to look at creative ways to improve our infrastructure, and tolling is used nationwide. In Texas, one of our competitors for jobs, they are using toll roads right and left. So as we work to remain economically competitive and as we work to address our congestion and infrastructure challenges, we do thank the Turnpike Authority for considering our project in this region and improving it. Again, from the information we got, 2030 is the earliest open date on this project if it were not for tolls. So we do appreciate the expedition of this project, and I appreciate all the partnerships we have established from this process. Thank you.</p>	
<p>Bill Jirles:                      American Federation of Government Employees,                      Local 2923                      (From Official Public Hearing Transcript Lines 635 thru 663)</p>	<p>I'm Bill Jirles. I'm the president of the American Federation of Government Employees, Local 2923. The American Federation of Government Employees, Local 2923 represents more than 200 federal workers in the RTP area.</p> <p>We're concerned about the route of this eminent turnpike in RTP. Our concerns are the money that the employees will have to spend every day going to and from work, the removal of the NC 147 spur, the increased congestion along NC 147 and I-40, and, most importantly, the adverse health effects it may have on the children at the child care center located on the EPA campus. This roadway will come close to the First Environments Early Learning Center, which is a childcare facility which hosts infants and children up to age six. There's no doubt that the turnpike will increase and exacerbate health risks from the extra air and noise pollution, along with environmental toxicity due to this turnpike.</p> <p>As a parent and president of AFGE, Local 2923, I am greatly troubled by the route of this turnpike. Noise pollution, notwithstanding, scientific studies support that exposure of young children, particularly both during construction of the turnpike and when in normal use, will very likely have an adverse effect on their health. This is a health and safety issue.</p> <p>The federal employees I have talked to regarding this turnpike are furious that the plan is being put into place, not only for the above mentioned issues, but also because the Environmental Assessment that is being conducted is not adequate for the site of this road.</p>	<p><b>*R1</b>  <b>*R2</b>  <b>*R4</b>  <b>*R5</b>  <b>*R8</b>  <b>*R11a through *R11c</b>  <b>*R11e</b>  <b>*R23 through *R27</b>  <b>*R30</b></p>

C-330

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>Despite any suggestions that this project has been planned for decades, it does not eliminate the dangers and problems involved. More information and time often change plans. Now is the time to change the plans for this roadway. The American Federation of Government Employees, Local 2923, strongly encourages you to consider every mitigating strategy that will lessen the impact on the First Environments Early Learning Center. In addition, we beseech you to conduct the proper type of environmental impact assessment and consider alternatives to reduce the impact upon federal employees who must use this road to work every day. Thank you.</p>	
<p>Silvia Saracco                      EPA-AFGE, (American Federation of Government Employees)                      (From Official Public Hearing Transcript Lines 667 thru 692)</p>	<p>Good evening. My name is Silvia Saracco. I'm the President of the EPA - AFGE, American Federation of Government Employees. We represent approximately 1000 employees at Research Triangle Park, and we come before you, first off to thank you for having the public meeting, but to also let you know some of the concerns we've been hearing from the employees. Our employees who have children at First Environments Learning Center, the daycare on-site, are very upset. Their children will now be exposed to the issue of toxins that hadn't been there when the building was built, and, hopefully, we can look at a way of minimizing this process here and the effects on the children.</p> <p>Also, the employees on campus are concerned about the closing of the spur 147, the spur which the majority of our employees take into our main entrance on Alexander Drive, which we now understand that the main entrance will be on Hopson Road, which will force employees to take the turnpike. And we have a lot of independent employees, as most of the other business owners have out there – they'll find other ways so they won't have to pay the toll. It comes down to economics. Where we find, as we've heard from the employees, that instead, when they come from Orange County or northern Durham, they're going to get off sooner on exits onto Highway 55, Alexander Drive over by another Park resident, Glaxo-Smith-Kline, You're going to have a lot more traffic coming into the Park. You need to address these concerns with the North Carolina Turnpike Authority representatives and certainly need to look at this, fellows.</p> <p>We are also very concerned about the statements we've heard tonight about an Environmental Assessment being done instead of an Environmental Impact Statement. We don't understand how the Turnpike Authority can do that. We would hope that the legislators, as well as the different bodies of government in the surrounding counties, will look into this issue on their behalf, because our employees would like that. So I appreciate the time to make these statements and ask you please to look at these issues</p>	<p><b>*R1 through *R5</b>  <b>*R8</b>  <b>*R11a through *R11c</b>  <b>*R11e</b>  <b>*R23 through *R26</b></p>

C-331

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	again and come back to us and tell us what you're thinking. We don't want to find out about it as ground is being broken. Thank you.	
Esther Dunnegan (From Official Public Hearing Transcript Lines 696 thru 738)	<p>Thank you for allowing us to speak this evening. I live at 6608 Kit Creek Road in Morrisville, and I have two concerns. One is with the connector of Kit Creek which is also part of this project, and the second is with the toll itself.</p> <p>My concern with Kitts Creek is that this is being connected to honor a commitment to the Town of Morrisville, and my concern is that the Town approved a major development on that connector road with a park, a recreation center, one lone street at 25 mph, a clubhouse smack in the middle of this connecting road that you are proposing to build and will propose up to 20 thousand trips a day. I think that this is a disservice to residents who have just moved into this area, many of them who will be working in the Park, to put that kind of traffic right in the middle of a residential development. I've always been opposed to major highways coming into residential developments, be they rental, town homes, or single home developments. I think it shows that the Town of Morrisville is operating by the seat of their pants and currently have not given any consideration of the traffic patterns in the northern part of the town. I feel this is unsafe for residents as currently planned, not to mention that it adversely impacts my property and the house that we live in and where we call home and have lived there for over 30 years. It will disappear. Not only will it impact my property, it will impact property in my family that has been there for over five generations, and I feel we have given enough to this project. Over four years ago, we heard from the planner from the Town of Morrisville that this road would come smack in the middle of my kitchen and that I should not plan for anything. At the time, there was no development there. There was no site plan for Kit Creek development, and our proposal was that this road be moved further north to connect, and this was long before anything came beside me in the infrastructure highways.</p> <p>So how can we best accommodate the Town of Morrisville, accommodate the agreement between the Department of Transportation and Morrisville to connect this, and to also honor the residents who live there, assuming they would rather be closer and have access to the Park? I think there can be a connector, but I think it can be a walking connector. People could walk. I think we could go green. We need to look at that and see if we can't build that connector for residents in that area to get to Davis Drive, and from there, if they need to pick up public transportation, they could do so. I think that's one way to honor that.</p>	<p>NCTA, the Town of Morrisville, and the Design Build Team will meet with the property owner(s) to discuss further efforts to avoid and minimize impacts to the Dunnegan property.</p> <p>NCTA, NCDOT, and the Town of Morrisville have agreed that the Kit Creek Road connector, if built, should accommodate vehicular traffic.</p> <p>The connector will include four-foot paved shoulders in each direction to accommodate bicycles. Accommodations for pedestrians (i.e. room for future sidewalks) will be included on the north side of the connector. Sidewalks will not be installed unless an agreement is executed between NCTA and the Town of Morrisville with appropriate cost-sharing details.</p> <p>The NCTA will construct the Kit Creek Road connector unless the Town requests, in writing, that the connector be removed from the project.</p> <p><b>*RC</b>  <b>*R13 through *R15</b>  <b>*R19</b>  <b>*R45</b>  <b>*R48</b></p>

C-332

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>I also feel that for tolls, I've heard that tolls are created. They are not created. I think that they are rather archaic. I think we are looking at a 20th century fix for a 21st century problem, and I think as we look at the development of this, we need not to look at cars per se, but how can we improve mass transportation, public transportation. We proposed to do (inaudible) in the 80's, to put a rail along I-40 when they were building that road. We were told that this is (inaudible) a community of (inaudible). We were told that the population didn't warrant it, and that the traffic didn't warrant it. Well, go figure. It's here now, so I think when we are planning, we need to project beyond the 20 or 30 years we are looking at. We really need to build for the 21st century, and building a toll road is not a 21st century solution to a current problem that we have. Thank you.</p>	
<p>Hubert &amp; Esther                      Dunnegan                      Email 4/07/08</p>	<p>Thank you for the opportunity to address the proposed NC toll project at the public meeting held at Sigma Xi, RTP, NC. As a follow-up we would like to reiterate and add the following comments and suggestions. These suggestions are in two parts, as this project will affect us directly and well as indirectly. We will begin with the reconnection of Kitts Creek Road (Kit Creek).</p> <p>The current proposed design to reconnect Kitts Creek Road presents the following problems; it will:</p> <ol style="list-style-type: none"> <li>1. Take our home – we have lived in this house at this residence for thirty years; the family has been on this property for five generations. We have no desire or intentions to move. Several years ago when first learning of this, we strongly suggested that an alternative route be sought. We met with NCTA, DOT and TOM staff, where we restated our objections. We even suggested this well before Kitts Creek's site plan and infrastructure were in place, so that it would not be disruptive to any current or future residents.</li> <li>2. Split the property owned by Ray &amp; Rita Ballentine in half, eliminating access to and future use of a portion of their property.</li> <li>3. Carry 20,000 trips daily through a neighborhood of homes with less than thirty feet between their doorstep and this east-west corridor, run on a one-lane street with a residential speed limit of 25 miles per hour, require a minimum of 4 four-way stop signs, straddle a major children's park, clubhouse, and pool, and require residents and their children to cross to go to and from these facilities. The current roads are built at minimum width and cannot accommodate the breakdown of any vehicle or movement of emergency equipment in the case of an accident.</li> </ol>	<p>NCTA, the Town of Morrisville, and the Design Build Team will meet with the property owner(s) to discuss further efforts to avoid and minimize impacts to the Dunnegan property.</p> <p><b>*RC</b></p> <p><b>*RC</b></p> <p><b>*R13</b></p>

C-333

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	Additionally, 1. The proposed design shows a lack of planning by the Town of Morrisville. If there was intent to reconnect, then the design and site plan for the Kitts Creek development should not have been approved and passed by staff and boards.	Comment noted.
	2. The Town of Morrisville should have held meetings with the residence of Kitts Creek Road, not just the developer, to gather their input and see the impact of this proposed design.	Comment noted.
	3. The Town of Morrisville has shifted portions of Kits Creek Road from public to private and the NCTA nor NCDOT (which operates using our tax dollar) should consent to switch these again without input from all residence.	Comment noted.
	4. Since when does a state agency make promises to a municipality to connect to a private subdivision? Kits Creek Roads appears to shift between public and private ownership depending upon “at-will convenience.”	Comment noted.
	Suggestions and request to improve, connect and/or correct this situation include: 1. Create a walking/pedestrian/bike connection on Kitts Creek that will link to the greenways across Davis Drive and the TTA bus stops. This is environmentally friendly and less expensive and will allow alternatives means for accessing RTP.	<p>NCTA, NCDOT, and the Town of Morrisville have agreed that the Kit Creek Road connector, if built, should accommodate vehicular traffic.</p> <p>The connector will include four-foot paved shoulders in each direction to accommodate bicycles. Room for future sidewalks will be included on the north side of the connector. Sidewalks will not be installed unless an agreement is executed between NCTA and the Town of Morrisville with appropriate cost-sharing details.</p> <p>This connector is currently under study by the Town of Morrisville. The final decision to include this connector as part of the Triangle Parkway project will be determined based on the outcome of the Town’s studies and their recommendations. The NCTA will construct the Kit Creek Road connector unless the Town of Morrisville determines following the traffic study that they do not want this connection constructed and transmits a letter to NCTA requesting that this connection be removed from the project.</p>

C-334

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
C-335	2. Use the existing road by creating less curvature. Add a stop sign and right turn at the end of Kitts Creek to reach the proposed toll road and Davis Drive. (Will provide drawing at our next meeting.)	If a concept drawing is submitted, NCTA will consider it and provide the drawing to the Design Build Team for its consideration.
	Both alternatives would not result in a loss of citizen’s property and provide the connectivity Morrisville is requesting.	Comment noted.
	As for the proposed toll road and this entire project I am requesting an Environmental Impact Study. Why would NCDOT and the Town of Morrisville agree to an Environmental Analysis (EA) for a project of this magnitude? As a citizen of NC and a resident in Morrisville’s ETA I am requesting the study. Considering all the problems Morrisville is currently facing relative to traffic, an Environmental Impact Study is necessary to adequately assess this projects impact on the town, especially one of its newest and largest subdivisions.  Having lived in this area all my life, I have repeatedly witnessed NCDOT’s lack of visionary leadership and planning for this area. Included among these actions:	<b>*R23 through *R25</b>
	1. Not fully utilizing the I-40 corridor in the early 1980’s to provide a means for mass transit (monorail) with park and rides at the numerous intersections along the route. This was recommended at a meeting at West Cary Middle School and Shiloh Community Center. Their rationale – not enough traffic or population to warrant it - and now, there is I540, a proposed TTA rail and the toll road and population.	Comment noted.
	2. Not willing to consider the intersection early in the 1980’s at Miami Blvd., citing as the reason, “DOT requires a set number of miles between intersections.” Currently there are 4 intersections within the mile markers we questioned.	Comment noted.
	3. Proposing to change the intersection at Church Street and NC54 north to a right turn only, while the majority of the traffic turns left to travel NC54 to RTP. (Is this not ridiculous? Solutions have been offered to resolve this.)	<b>*R13</b>
	4. Building the I-540 overpass on Church Street that could not accommodate sufficient sidewalks and greenways on Church Street (blatant disregard of a major street and the needs of Morrisville).	Comment noted.
	5. Creating and opening Exit 69 on I-540 that creates clogged traffic on NC54.	Comment noted.
	6. Continually destroying African American communities – in this case NCDOT has cut across Shiloh, one of the oldest African American communities in the state and is systematically attempting to remove all residences of this community, our family included.	<b>*R22</b>
	Equally important, why is this state considering an archaic means, “toll roads,” to solve a	<b>*R14</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>21<sup>st</sup> century problem? I shutter to think that we don't have persons smart enough in our state agencies and on our county and town boards to think "out of the box" and find a better way to resolve an ever plaguing and growing problem – traffic. This bandage effect does not work. Every major road built results in maximum daily trips, traffic clogs, costly repairs and expansions long before we have paid for them. Roads of this magnitude will adversely damage the environment, the health and safety of residences of this small town and create unfair taxes for those who will use this road. One of the most harmful effects will be the increased traffic through communities and subdivision like Kitts Creek and Keystone of persons to avoid paying a toll.</p>	<p><b>*R15</b> <b>*R19</b></p>
	<p>In conclusion, I am in opposition to the current NCTA proposal and believe better measures must be implemented to ensure amiable resolutions for all concerned.</p>	<p>Comment noted.</p>
<p>Marcie Tolley:                      (From Official Public Hearing Transcript Lines 779 thru 796)</p>	<p>I'm not a public speaker, and I didn't come prepared with notes or anything to give a speech tonight, but I came to the question and answer thing earlier, and I just feel I have to reiterate the reason I am here.</p> <p>I work in the Phoenix, and we're a company on Alexander Drive, as are most of you, and I want to reiterate one of the ladies' comments before me. I am not here to talk about the tollway. I'm here to talk about an existing road that they want to close, and I don't come from Durham. I come from Raleigh, as well as 20 to 30 thousand other commuters on I-40 into RTP daily. And my time is valuable to me, and anything that is already there that they can't find or work a way to keep an open exit open, to me it's just unacceptable, and I think they need to find an engineer to make it workable. By adding ten to 30 minutes commute to go onto already congested roads because you are taking one exit away is just wrong. It's just plain wrong, and I don't care if it's just ten minutes a day, it's probably going to be an hour a day because you're dumping at least 20 to 30 thousand people onto other accesses that weren't meant to be primary accesses off of I-40 from Raleigh, and there are just as many people coming into RTP from Raleigh as there are coming from the Apex/Cary way. And to accommodate all those thousands and then throw it back into the mix, an extra congestion for the people who already had a workable exit, it's just wrong, and I just think that should be said again. Thank you.</p>	<p><b>*R1</b> <b>*R2</b> <b>*R4</b> <b>*R5</b></p>
<p>Dan Dzamba:                      Morrisville Chamber of Commerce                      (From Official Public Hearing Transcript Lines 800 thru 816)</p>	<p>My name is Dan Dzamba. I'm representing the Morrisville Chamber of Commerce this evening and the Board. Four years ago, the Morrisville Chamber of Commerce supported the Triangle Parkway. We continue to do that. In the intervening four years, Morrisville has seen tremendous growth as many of you know, not only in our indigenous population, but in our commuter traffic. Over 40 thousand people will come through Morrisville each day, and of course in the intervening four years, the State has</p>	<p>Comment noted.</p>

C-336

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-337

Name	Comment	Response
	<p>been very active in recruiting companies for employment purposes in Wake County, and of course Lenovo was one of the bigger companies that was recruited. You know, of course, now it's building not just one, but two additional buildings and more opportunities for growth and employment, which is great. However, Morrisville is really hemmed in on all sides by state freeways, and we need some alternative, and we believe the Triangle Parkway will be very, very helpful. I might also add just one other point.</p> <p>There's been a lot of comments this evening about the childcare, and I'm a parent of a child as well. Not at that facility, but I would like to think that instead of just nixing the road, there might be a way to provide funds to relocate it or build some kind of capability for the childcare to provide that safety. I noticed somewhere in your project information about relocating two residences and businesses, and maybe this business should be included as a part of that study. Thank you.</p>	
<p>Rita Ballentine:                      (From Official Public Hearing Transcript Lines 820 thru 837)</p>	<p>Good evening. My name is Rita Ballentine, and I live at 6814 Kit Creek Road, Morrisville, North Carolina, and I just had something to add to what Ms. Esther Dunnegan has already said here. She has already given most of my concerns in her earlier presentation.</p> <p>But two things – I am opposed to the toll road for Triangle Parkway and also opposed to the reconnection of Kit Creek Road, as proposed on the map. There are other alternatives, One thing – we're looking at a safety issue, especially going through a subdivision, and we're taking about 20 thousand cars per day going through a subdivision with children playing in those areas. That is one reason that I am opposed to the reconnection, but not only that – that toll road is going to have people looking for alternatives, and Kit Creek, if reconnected, would be an alternative for people not paying tolls. And that is another reason that I oppose that as well. And also, if the commitment has been made to the Town of Morrisville to reconnect that road, it can be done without affecting any homeowners or property owners in the area by using the existing Kit Creek route to connect. And I've heard a lot say that it will be more money, but if we look at the money that the North Carolina Department of Transportation has wasted, as a matter of fact 20 million dollars plus on roads that were not done correctly, and the mismanagement of funds in other things, there are ways they can take just a little more amount of money and find a way to do this without affecting any homeowners or businesses. Thank you.</p>	<p>The NCTA included the re-connection of Kit Creek Road to Davis Drive as part of the Triangle Parkway project to maintain a previous commitment between NCDOT and the Town of Morrisville. This connector is currently under study by the Town of Morrisville. The final decision to include this connector as part of the Triangle Parkway project will be determined based on the outcome of the Town's studies and their recommendations. The NCTA will construct the Kit Creek Road connector unless the Town of Morrisville determines following the traffic study that they do not want this connection constructed and transmits a letter to NCTA requesting that this connection be removed from the project.</p> <p><b>*RC</b>  <b>*R13 through *R15</b>  <b>*R19</b></p>
<p>Arthur and Rita Ballentine</p>	<p><b>Comments:</b>                      Following up from the meeting held at Sigma Xi in the RTP, we would like to stress our</p>	<p><b>*RC</b>  <b>*R13 through *R15</b></p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-338

Name	Comment	Response
Email 4/9/08	<p>great opposition to tolls for the proposed Triangle Parkway and the proposed reconnection of Kit Creek Road.</p> <p>The reconnection first and foremost would take our home. Secondly, the reconnecting of Kit Creek Road would generate a tremendous amount of traffic going through a subdivision. All of the subdivision’s recreation and play area is located in the center which splits Kit Creek Road into a one way street on both sides of the recreation area. This creates a safety issue for children and adults going back and forth from their houses to the recreation area. Twenty thousand cars is the estimated number of cars proposed to pass through Kitts Creek each day. That many cars would truly create unsafe conditions for any development where houses are close and built almost up to the street. Some may argue with a lower speed limit the road could accommodate that much traffic. The speed limit is now 25 mph and no cars passing through especially in the morning and afternoon would adhere to that speed limit. Third, because of the narrow street, it prohibits emergency vehicles and cars maneuvering simultaneously causing more traffic backup in the area. Fourth, making the proposed Triangle Parkway a toll road would make traffic even worse for Kit Creek because more cars will come through to escape paying tolls for only a 3.4 mile stretch of highway.</p>	*R19
	<p><b>Suggestions:</b></p> <p>1. If Kit Creek Road has to be reconnected, our suggestion would be to connect it back to the old existing road as it was before starting the NC540 project. Money would be saved because the acquisition of property would be eliminated and the relocation of residents from their property would be eliminated as well.</p>	*R13
	<p>2. The last recourse if connecting Kit Creek to come out to the Stop light on Davis drive is to take property not only from the older residents but from the developer who is building new residential homes as well. A comment was made that the developer has infrastructure in so that is not an option. The plans for this reconnection have been in place over four years; there were no houses or infrastructure in at that time, so that statement does not hold up an argument. What is does show is poor planning and incompetence.</p>	The NCTA included the re-connection of Kit Creek Road to Davis Drive as part of the Triangle Parkway project to maintain a previous commitment between NCDOT and the Town of Morrisville.
	<p>We believe there are underhanded and corrupted actions going on in the department of NCDOT/NCTA and in the town of Morrisville. We believe there are political insiders calling the shots saying what they want. We also believe if a study or statistics would be compiled, it will show a pattern where property taken to build roads here has broken up a considerable amount of minority neighborhoods and that compensation given for their property is less than other counterparts which is unfair and unjust. We believe a</p>	<p>Comment noted.</p> <p>*R22</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	full and more in-depth investigation of NCDOT needs to be done. A full and in-depth investigation of the town of Morrisville actions or lack of is also warranted.	
	There has been millions of taxpayer's dollars wasted by the NCDOT. Logic and cost effectiveness are not considered especially when there is political intervention as we have for this project.	Comment noted.
	<p><b>Questions:</b>                      Exactly how much of our property and the surrounding property is needed for this project?</p> <p>Is there someone who can come out and physically show us where the proposed road is to go?</p>	<p>The Design Build Team will be responsible for preparing the final design plans. The NCTA contract with the Design Build Team will include a public involvement plan to keep property owners aware of the project status during final design and construction of the project. The information you requested will not be available until NCTA awards the Design Build contract and the design plans are near completion, which is anticipated to be autumn 2008. Once the information is available, the NCTA will have a right-of-way agent review with you the details of how the project impacts your property.</p>
	<p>Will all comments and concerns be posted on NCTA's website for the public to read?                      In conclusion, our family has given up enough for NC540 and the Triangle Parkway and our intentions are to stay where we are.</p>	<p>Comments received from the public on the Environmental Assessment will be addressed in the Finding of No Significant Impact, which will be posted on NCTA's website.</p>
<p>Jeff Carter:                      (From Official Public Hearing Transcript Lines 841 thru 857)</p>	<p>I thank you for the opportunity to come here and express opinions and get information. I'm a recent resident of the area, only about six weeks, so I don't have the same vested interest in the history of the neighborhood as everybody else. I live in the Kit Creek neighborhood, and I do have a real concern for safety in that neighborhood, and having lived in neighborhoods where there is a lot of pass through traffic. So questions I have yet – how many lanes of traffic each way will be put through and, again, with the way that subdivision is laid out, I still wonder how that's going to be managed safely. What percentage of this projected traffic is going to be due to that same subdivision and its development, and what percentage will be due to the outside community passing through? I haven't heard any clarity about that. Beyond that, if that connection is made and it becomes an even greater pass through area, the connection for Church Road and 54, I'd consider not to be well planned by the engineers here but must have happened along years of time. That seems an intrinsically unsafe intersection, and if we start putting more traffic through there, I fear there will be more risk to human health and life. As well, I'm not sure if Church Street is really ideally set to handle traffic. I've heard</p>	<p>The NCTA included the re-connection of Kit Creek Road to Davis Drive as part of the Triangle Parkway project to maintain a previous commitment between NCDOT and the Town of Morrisville. This connector is currently under study by the Town of Morrisville. The final decision to include this connector as part of the Triangle Parkway project will be determined based on the outcome of the Town's studies and their recommendations. The NCTA will construct the Kit Creek Road connector unless the Town of Morrisville determines following the traffic study that they do not want this connection constructed and transmits a letter to NCTA requesting that this connection be removed from the project.</p>

C-339

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>rumors of Wal-Mart coming in on 54, and that could move traffic through this subdivision on that road. So I'm not here really to express an opinion so much as just to try and figure out what's going on and to thank you for the time.</p>	<p><b>*R13</b></p>
<p>Greg Northcuff            Triangle Transit            (From Official Public Hearing Transcript Lines 764 thru 775)</p>	<p>Good evening. I'm Greg Northcuff. I'm the Director of Capital Development for the Triangle Transit, and on behalf of David King, the Triangle Transit General Manager, I would like to thank the North Carolina Turnpike Authority for the opportunity to speak at this public hearing and offer the Triangle Transit's support for this very important transportation initiative.</p> <p>The Triangle Transit supports the construction of the Triangle Parkway as we believe this is one of the first critical steps to a region-wide transportation plan, and will meet mobility challenges that lie ahead. It will not only accommodate the expected growth in traffic volumes, but it will also afford our transit customers with the possibility of toll free transit operations, a tangible incentive in time and money for those who choose to ride transit. Triangle Transit supports the Triangle Parkway and hope the region will support it too. Thank you.</p>	<p>Comment noted.</p>
<p>William Newby -            Union Historian with the American Federation of Government Employees            (From Official Public Hearing Transcript Lines 882 thru 899)</p>	<p>My name is William Newby. I, too, represent people who work here in the Park, and I'm the Union Historian with the American Federation of Government Employees.</p> <p>I've heard a lot of concern from our employees is about the health and safety of the children in the daycare facility, and I don't think everything has been considered with regard to a significant impact. I realize you guys have to issue a document stating that there is no significant impact, which I could argue with at this point. If you are going to do a significant impact study, I think you should take under consideration those concerns of the children daycare and those concerns that the parents have expressed.</p> <p>With regard to NC 147 spur, I wish you could revisit that issue to see if there is some way to allow egress from NC 147 on Alexander Drive. As the gentleman previous to me stated, I don't think that Alexander Drive could withstand the traffic that's going to be generated by people coming in from the northern part of the county and from the City of Durham. Also, the traffic increase that you're going to experience on Hwy 54 and Hwy 55 exit from I-40 is going to be an untenable situation, so I wish you would consider some of these things before you issue a statement of no significant impact. That concludes my comments.</p>	<p><b>*R8</b>  <b>*R11a through *R11c</b>  <b>*R24 through *R26</b>  <b>*R30</b></p> <p><b>*R1</b>  <b>*R2</b>  <b>*R4</b></p>

C-340

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Stephen A. Diehl <b>Email 4/8/08</b>	It is totally unfair and undemocratic for the citizens of Morrisville to be required to submit comments on the Kit Creek Road Connector and Triangle Parkway by today, April 8. It is arbitrary and an abuse of authority by the NCTA. With the pending closing of the Church Street and Barbee Road rail crossings, your traffic studies of the area are completely moot. The Town of Morrisville comprehensive analysis of current traffic impact is due mid-April. To prevent citizens' comments before any possibility exists for residents and government officials to have access to this new review, is irresponsible and in violation of the public interest. The deadline must be extended to at least 30 days following release of the Morrisville study. Overall, there has been insufficient time and opportunity provided for full public disclosure and consideration of community input on all matters and all government levels concerning this proposal.	The formal comment period ended April 8, 2008. A few comments were received after the deadline, and they have been addressed. Comments are welcome any time and will be addressed appropriately.
Juan Ramos Cisco Systems, Inc. employee and Kitts Creek Subdivision resident <b>Email 4/7/08</b>	I was not able to attend the meeting this week regarding the bridge proposition connecting Kitts Creek Subdivision with Davis Drive. With this in mind, I wanted to express that I am not in favor of building this connector as it will only serve to force traffic through our neighborhood in commuter efforts to avoid paying tolls. With the Shiloh Shopping Center also in the development plans, the connector would serve to allow constant traffic day and night.  If there is anyone I can send a message to in the Town of Morrisville administration, please let me know. I understand that they are pressuring to get this bridge built. If this is true, then I would like to express these same concerns to them directly.	The NCTA included the re-connection of Kit Creek Road to Davis Drive as part of the Triangle Parkway project to maintain a previous commitment between NCDOT and the Town of Morrisville.  <b>*R13</b>
John N. Leonard <b>Email 4/7/08</b>	Based on the Combined Corridor/Design Public Hearing on March 25, 2008, I understand that the purpose of the Triangle Parkway project is to:  - improve commuter mobility, accessibility, and connectivity to the Research Triangle Park employment center - Reduce congestion on existing north-south routes that serve the Triangle region, primarily NC 55 and NC 54.  So as a concerned Cary neighbor, RTP worker at Cisco Systems, and advocate of non-auto commuter mobility, I am speaking on behalf of thousands of triangle area recreational mountain bicyclists (MTB), subscribers to Triangle MTB.com, TORC- the Triangle Off Road Cyclists, plus hundreds of RTP bicycle commuters and road cyclists. Please make the CORRIDOR DESIGN of the project as friendly as possible to the commuter needs of PEDESTRIANS and LOW SPEED VEHICLES (bicycles, but also mopeds and scooters). The low speed commuter and recreational uses of open land	NCTA recommends you contact the Durham and Wake County Planning Departments and the Town of Morrisville and City of Durham Planning Departments regarding your concerns to increase “green-space” in the area.  <b>*R44</b> <b>*R44a</b>

C-341

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>Triangle Parkway will traverse should be a strong consideration in the development proposal. High speed vehicle roadways should not just “SLASH” across formerly open green landscape, with no thought of accommodation for loss of recreational use, pedestrians, and low speed vehicle mobility.</p> <p>Riding my bicycle around RTP, Durham, and Morrisville since 2000, the single constant is green open land disappearing and development becoming much too congested! Please incorporate low speed commuter and recreational open land concerns into the CORRIDOR design and execution. Please also consider offsetting the loss of open space for recreational uses by assisting the design and building of authorized un-paved multi-use trails for mountain biking and hiking, plus connections to new paved greenway networks RTP and local towns like Morrisville in Wake and Durham are planning!!!</p> <p>Incorporating low speed vehicle concerns will definitely meet your mission to improve accessibility and connectivity to the Research Triangle Park from Cary, Apex, Morrisville, Durham, and Raleigh.</p>	
<p>Janet Seaquist  <b>Email 4/8/08</b></p>	<p>I am writing to enter into public comment my strong opposition to the Triangle Parkway Toll Road. I have watched the plans for this additional north-south route as they have evolved over the years. The current design plan for a 3.4-mile section is ill conceived, especially with regard to the impact it will have on the historic Shiloh community of Morrisville. The additional traffic on local roads, either from commuters trying to avoid paying a toll or traveling from an exit to their office, is certainly not an improvement and indeed a threat to the safety of the local community. The planned Kit Creek reconnector takes family homes and divides a community that has already been harmed by the 540-Church Street overpass, which does not provide adequate sidewalk space. I fear Hopson Road, Church Street and other heavily traveled local roads will end up with increased traffic rather than a reduction.</p>	<p><b>*RC</b>  <b>*R13</b></p>
	<p>I am also concerned that the Environmental Analysis used here did not fully assess the impact of a toll road on the nearby communities and request a more complete EIS be done. Even with the use of electronic passes there is a cost in terms of additional pollution on the health of workers and neighbors. The project as currently designed is not a good use of up to \$235 million of our tax dollars, for which we then have the opportunity to pay over again. I am not convinced that this short section will ever be used enough to justify this expense.</p>	<p><b>*R21</b>  <b>*R25</b></p>

C-342

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>I am concerned by the longer-range plans that this section be extended to McCrimmon Parkway and then continue further south cutting through well established residential neighborhoods the length of Morrisville and eventually into Cary. The Town of Morrisville is in the process of completing a comprehensive traffic impact study, and until the results are available, it is difficult for residents to make informed comments about this project. The short amount of time allowed for public comments is arbitrary and should be extended. Please enter my comments for today's deadline but also note and respond to my request for an extension.</p>	<p>The NCDOT's current State Transportation Improvement Program (STIP) does include consideration of a multi-lane facility on new location between NC 540 and McCrimmon Parkway (Project U-4763A). This project was reviewed at the request of the Town of Morrisville for inclusion in the Triangle Parkway project, but it was not financially viable. Therefore, this project is not being studied by the NCTA as a candidate toll facility.</p> <p>The formal comment period ended April 8, 2008. A few comments were received after the deadline, and they have been addressed. Comments are welcome any time and will be addressed appropriately.</p>
<p>Margaret and Peter Schubert  <b>Email 4/8/08</b></p>	<p>We write to you as citizens of Durham who will be significantly impacted by the proposed project. We believe that the draft Environmental Assessment prepared and publicized for this project inadequately addresses the full scope and extent of all expected impacts to the citizens of North Carolina.</p> <p>1)23 CFR 711.115(a)(2) and 23 CFR 771.115(a)(1) state that a highway project of four or more lanes on a new location, or is a new controlled access freeway, requires an Environmental Impact Statement (EIS), not a less detailed Environmental Assessment (EA). Given the significant impacts of this project on air quality and noise in the area in addition to the exclusion of alternative, less polluting forms of transportation, we submit that an EIS is required in this case.</p> <p>2) The construction of the Triangle Parkway as a toll road is not an efficient use of private and public investment to improve regional transportation effectiveness. According to our MPOs, the Triangle Parkway is not a regional priority. We believe that to fund this very low priority project, by whatever funding source, ahead of dozens of projects of greater benefit to the region, is misguided and will serve the interests of a few at the expense of many. While originally conceived to 'pay for itself' through the collection of tolls and through private funding, this road now appears headed towards a public price tag of between \$800 million and \$1 billion in the form of proposed 'gap' funding being sought from the citizens of North Carolina through the NC Legislature. This is a significant financial impact to citizens of the entire state and would preclude the funding of other, high priority projects in the State. The proposal to fund even a portion of the cost of this roadway with public dollars is unconscionable. The cost</p>	<p><b>*R25</b></p> <p><b>*R23 through *R25</b></p> <p>The Triangle Parkway is a priority for the Triangle region; it is not a low-priority project. The legislature has identified Triangle Parkway as a project that should be implemented with toll funding. Rather than delaying other projects, tolling on Triangle Parkway will allow traditional (non-toll) revenues to be used for other projects that are not financially viable as toll roads.</p> <p><b>*RB</b>  <b>*R14</b>  <b>*R15</b></p>

C-343

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	would be shared by citizens of the entire state of North Carolina while serving only a small minority who travel its short length to work in the Research Triangle Park, or to travel through that small area.	<b>*R19</b> <b>*R21</b>
	3) A list of alternative transit needs totaling 2 billion dollars has been identified by citizens and public officials of this state. The proposed 'Triangle Parkway' is designed for one form of transportation only - motorized vehicles traveling at high speeds. All other forms of transportation are excluded by the very design and proposed function of this road. The funds which this road would require (for 3.4 miles worth of roadway) would much better serve the citizens of North Carolina if used for regional and statewide rail and bus transportation and improvement of bicycle and pedestrian facilities. In addition to alleviating congestion and providing better transportation options for our citizens, funding alternative transportation would help improve air and water quality in our state.	<b>*R45</b> <b>*R48</b>
	4) We submit that the location and impetus to build this road has been unduly affected by the gift of land by the Research Triangle Park Foundation. Prior to this gift the project was not even considered as viable or necessary. We believe that despite the gift, the project is still neither viable nor necessary. Additionally, there appears to be a serious conflict of interest in the proposed construction of this road. The bulk of the benefit of the completed road would be to the commercial landowners along its length. The bulk of the land in this area is owned by the Research Triangle Park Foundation. The bulk of the cost of this road will, however, be borne by the citizens across this entire state. This is a serious misuse of public funds for private gain.	<b>*R32</b> <b>*R35</b>
	5) One factor which is not addressed in the EA is light pollution. Recent construction of other roads of this size and scope has included the erection of numerous tall lamp posts with numerous lights on each, especially at interchanges. The contribution of this project to further increases in light pollution in the area has not been addressed, or the impacts from this project assessed. This issue should be included in evaluations of the project's impact on the project area.	Lighting along the roadway will be provided in accordance with standard NCDOT practices. This project is not located within an undeveloped area. The project is within a project area that is currently developed and lit for various purposes including parking lots, RTP multi-use trails, business signs, and various other types of commercial and residential type uses. Therefore, this project is not anticipated to impact the area in regards to light pollution.
	Please address these issues, and the myriad other significant impacts raised by others which have yet to be adequately addressed in the NEPA review. We urge you to follow Federal Highway Administration regulations and perform a detailed EIS for this project before any further actions are taken.	<b>*R23 through *R25</b>

C-344

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Michael Schlink Email 4/7/08	As with many other residents in Morrisville and Western Wake County I find it unfair to make us pay a toll to use an already built sections of I540 at the NC55 exit to get to the RDU airport, I40 or other parts of North Raleigh in order to make the Triangle Parkway/RTP section of this toll road economically viable.	The NCTA will study the tolling of NC 540 as a separate project with the appropriate environmental documentation. While these projects will be financed and operated as a single system, each project meets FHWA's criteria as a separate project.
	My suggestions: wait to start this RTP portion of the toll road until it can pay for itself without the toll on the NC55 exit based on commuter demand and the forecasted traffic reductions in 2030 can be realized. Commuter comments from both counties, Durham and Wake question the logic and economic sense of the NCTA in closing down the currently built free exits which have lessen congestion; the Durham Freeway spur and I540 Davis Drive exit 49. Please stop and redesign the RTP tolls to start at these two already built exits, savings millions of taxpayer dollars in not building new exits and tearing down old ones; besides the cost saving in land acquisition and avoiding the increased commuter congestion in closing these already built and highly used exits will cause. Go ahead first and fund the unbuilt and more economic sound and congestion reducing Western Wake Expressway in achieving your goals of improving connectivity and traffic congestion in this area.	NCDOT opened the Davis Drive spur in July 2007 as a temporary connection from NC 540 to Davis Drive pending the construction of Triangle Parkway. This connection will need to be closed with the construction of Triangle Parkway because there will not be enough room to safely include the ramps to Davis Drive/Kit Creek Road between the NC 540/Triangle Parkway interchange and the Davis Drive interchange. The weave or distance for traffic to change lanes between interchanges is too short to meet NCDOT and AASHTO design criteria.  *R1 *R2 *R14 *R15 *R19 through *R21
	Why is the Toll Authority spending/wasting upwards of \$10 million dollars as part of this Triangle Parkway project to build a RTP commuter cut thru, bottleneck and safety nightmare for hundreds of Morrisville families with the proposed flyover to re-connect Kit Creek Road between Davis Drive and Church St on the Wake County side? NCDOT's, own TIA predicts tens of thousands of commuters will use the Kitts Creek neighborhood as a cut thru in avoiding tolls to get into RTP. A large majority of that neighborhood and the developer do not want that road connection for obvious reasons.  Consider also the overlooked and unintended consequences: The DOT just spent tens of millions of dollars in opening up 4 new I540 exits from NC55 to I40, why deny those gains in lowering traffic congestion thru Morrisville, NC54, Southern Durham, RTP and I40 with this RTP Toll plan? Other TIA's point to significant traffic congestion from commuter avoidance (upwards of 25%) of the toll road commuters coming off, onto other area roads. As the recent N&O article by Lorenzo Perez dated 4/01/08, "Foes of	The NCTA included the re-connection of Kit Creek Road to Davis Drive as part of the Triangle Parkway project to maintain a previous commitment between NCDOT and the Town of Morrisville.  *R13 *R31 through *R33 *R35

C-345

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>toll road vow to avoid it"; points out the NCTA's assumptions for this 3.4 mile toll section work against the economic model that enough commuters will pay to use it and it will reduce significant traffic congestion before 2030.</p> <p>Lastly, contrary to our Town Mayor's agenda and a local developer's special interests; if polled a majority of Town Hall Drive neighborhoods, for the same reasons like those in the Kitts Creek neighborhood would not like to see a southern Triangle Parkway portion extended to our town limits. Another possible 30,000 commuters would be funneled through this section of our Town so close to their neighborhoods, a grade school and impacting negatively on emergency vehicle response times.</p> <p>According to the TRAFFIC FORECASTS for THE <i>TOLL SCENARIOS</i> for TIP PROJECT NO. U-4763, TRIANGLE PARKWAY, the NCTA concluded initially I believe that this southern section would not be economic viable to the project nor a benefit in adding to our town's traffic congestion. Thank you all in advance for your time and consideration in these matters.</p>	<p>The NCDOT's current State Transportation Improvement Program (STIP) does include consideration of a multi-lane facility on new location between NC 540 and McCrimmon Parkway (Project U-4763A). This project was reviewed at the request of the Town of Morrisville for inclusion in the Triangle Parkway project, but it was not financially viable. Therefore, this project is not being studied by the NCTA as a candidate toll facility.</p>
<p><b>The following comments were submitted to NCTA as formal letters.</b>  <i>(The comment letters and corresponding response letters are included on Pages C-186 through C-214 of this Appendix. The comments are bracketed and numbered throughout the letters for ease of reference.)</i></p>		
<p>Senator Ellie Kinnaird                  23rd District                  North Carolina General Assembly  <b>Letter 3/25/08</b>  <b>Page C-186</b></p>	<p><b>1.</b> Highway construction creates a great deal of noise and air pollution. The pollution and its effect on children is particularly alarming due to the close proximity of the Parkway (350 ft) ...</p>	<p>The NCTA's written response to Senator Kinnaird can be found on page C-187.</p> <p><b>*R26</b>  <b>*R30</b></p>
	<p><b>2.</b> I am concerned that the Environmental Assessment is of insufficient depth to reveal the hazards to the school, and that an Environmental Impact Statement is required. The E.A. is vague concerning a recommendation for a barrier to mitigate the highway noise.</p>	<p><b>*R23 through *R25</b></p>
	<p><b>3.</b> Also, the EA considers only the regional effects of air toxicants while citing a Lancet article (Gauderman WJ et al The Lancet, 2007) that strongly recommends the need to focus air quality impact studies on localized areas, or hot spots, rather than relying on regional air impacts. The health and welfare of our children must be based on the most comprehensive information available.</p>	<p><b>*R8</b>  <b>*R11a through *R11e</b></p>

C-346

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Mark Andreas and Marcie Tolley Athenix Letter 4/3/08` Page C-188	<p>1. Athenix Corp. strongly objects to the plan to 'move forward with the pending decision to build' the "Triangle Parkway" (tollway). The rationale is seriously flawed and the project has a significantly negative impact on many current (and future) RTP employees.</p> <p>Most of our employees' daily commute use free access to I-40 and the Durham Freeway (147; from both directions - ie, Chapel Hill and Raleigh) to get to work each day on the existing, already paid for, 147 South exit off Alexander Dr. Your proposed closure of this connector presents several problems for us:</p>	<p>The NCTA's written response to Athenix can be found on page C-191.</p> <p>Comment noted.</p> <p><b>*R1</b> <b>*R2</b></p>
	<p>2. 1. It diverts all of us and all the Durham-Raleigh-Chapel Hill residents currently commuting (apprx 20K-30K commuters to RTP to this section of the Park), on a longer trip.</p> <p>Instead of giving us "improved commuter mobility," it will (in time and dollars) disconnect us from our work and home. We must also mention how tedious it will be to re-direct vendors, suppliers, delivery vehicles and visitors coming from RDU to our businesses along T W Alexander Drive that currently connect easily with this exchange exit.</p>	<p><b>*R5</b></p>
	<p>3. Not only is this a longer commute in terms of mileage and time, but this is also adding to one's already increasing cost of fuel, not to mention drive and idle time with regards to pollution. The alternative exits that are expected to divert these 20K-30K vehicles, are already clogged arteries (ie, NC 55, NC 54, Alexander Dr, Davis Dr, Miami Blvd, Hopson Rd) and not built to handle the extra exiting traffic from I-40. There is no plan to widen these roads. A traffic chaos similar to the current 540 merge from Raleigh (near RDU exit) onto 40 West will be the result. When 540 was expanded beyond this point, the existing exit was not properly revamped to handle the volume exiting onto the major 'free' interstate of I-40.</p>	<p><b>*R4</b></p>
	<p>4. 2. By baiting-and-switching the project for Durham and South Wake from a free way to a tollway, it will encourage traffic to flood local streets - creating congestion. Toll roads are not accessible roads. The project does not meet its stated goals. The legislature specifically excluded placing a toll road on an existing roadway alignment. If this highway is built and the spur to Alexander Drive is removed, these so-called "improvements" will make commuting routes longer and more expensive - a clear violation of the spirit of the law.</p>	<p><b>*R14</b> <b>*R15</b> <b>*R19</b> <b>*R21</b></p>

C-347

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>5. The case for toll roads is made based on the need to keep up with growth rates. This project, with tolls, is expected to be completed by 2010. Yet your own flyer states that congestion does not happen until 2030! What is the rush? There is time to think, to re-evaluate and to plan sensibly.</p> <p>We urge you to tackle the issue of the Triangle Parkway with more comprehensive thought:</p> <ul style="list-style-type: none"> <li>• No tollway where a freeway for all was envisioned.</li> <li>• No elimination of the existing access to/from I-40.</li> <li>• Maintain free access to I-40 via both the existing Alexander spur and by eliminating the toll between Hopson and 147.</li> </ul>	<p>Comment noted.</p> <p><b>*R31</b></p>
	<p>6. 3. We also must comment on the fact that the NCTA (NC Turnpike Authority) and the NCDOT (NC Dept of Transportation), have only completed an EA (Environmental Assessment) instead of a full EIS (Environmental Impact Study). There are too many open issues of environmental impact for this not to be done. Climate change and energy efficiency are serious issues. This highway will increase carbon emissions (both with the tollway and the increased congestion of diverting current traffic to other alternate longer routes). Now is the time to seriously consider solutions that include Public Transportation, instead of taking a last-century, single-minded approach of building bigger, wider, longer highways. Even HOV lanes on existing roads (as mentioned in studies referenced in the EA), or adding an additional lane to some existing roads is a better alternative than the plan for the new tollway.</p>	<p><b>*R11f</b>  <b>*R23 through *R25</b>  <b>*R32</b>  <b>*R33</b>  <b>*R45</b>  <b>*R48</b></p>
	<p>7. 4. There is no reason, nor urgent need to make the Tollway a priority at this time. It needs to be noted that the "Triangle Parkway" has not been a priority for a long time. It was not until May 2004 that CAMP and DCHC MPOs amended their long range transportation plans to designate Triangle Parkway as a tolled-facility. This was after the Turnpike Authority offered the "free" roads at no cost to them.</p>	<p>The Triangle Parkway is a priority for the Triangle region; it is not a low-priority project. The legislature has identified Triangle Parkway as a project that should be implemented with toll funding. Rather than delaying other projects, tolling on Triangle Parkway will allow traditional (non-toll) revenues to be used for other projects that are not financially viable as toll roads.</p> <p><b>*RB</b></p>

C-348

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>8. 5. This project creates social injustice. This project will restrict access to publicly funded facilities based on one's ability to pay.</p> <p>Providing a benefit to only those who can afford a toll road raises social justice issues. Electronic tolling generally requires a credit card to set up an account. Many employees in the RTP community do not have access to credit cards. Without a cash option, many folks would not be able to use the facility at all, even if unusual circumstances required them to do so.</p> <p>There are many low socioeconomic level workers that service companies in RTP. Most would likely choose alternate routes to avoid paying.</p>	*R22
	<p>In summary:</p> <p>9. <b>This project is neither environmentally nor financially sustainable.</b></p> <p>The tolls will not cover all costs of building and operating the facility. The NC Highway Authority's own studies show that the Triangle Parkway will lose as much as 1 Billion dollars over the next 40 years with the hope that the NC Legislature will fund the shortfall. The State legislature should address the Triangle's pressing transit needs, not fund a toll road with insufficient funds.</p> <p>One of the two stated purposes in the Environmental Assessment (EA) is to "improve commuter mobility, accessibility, and connectivity to RTP employment center." For our transportation system to sustain future growth we must use road space and transit facilities more efficiently and become less car dependent. Forty commuters by bus require much less road space than 40 commuters by car. The one billion dollar shortfall over the next 40 years could better be spent on personal mobility and more popular projects instead of focusing on vehicle mobility and this toll project.</p>	*R15 *R19 *R45 *R48

C-349

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Mr. E. Brice Shearburn JDL Castle Corporation Letter 4/4/08 Page C-193	1. We noted with interest the meeting schedules for the referenced project and would appreciate your providing at your earliest opportunity the following: 1. Copy of the Environmental Impact assessment or location where it is maintained for review;	The NCTA's written response to JDL Castle Corporation can be found on page C-194.
	2. 2. Attendee list and meeting Minutes from the public hearing session of March 25 – when available;	
	3. 3. Draft FONSI or information regarding its status, completion, comment period, final review date and distribution (I'm in possession of the Triangle Parkway Project Documents Schedule revised Fed.26, 2008; if the dates have changed from its schedule, please advise);	
	4. 4. Copy of the Design Noise Report;	
	5. 5. Right of ways plans – confirm they've been finalized by NCDOT and provide copy of the plan sections relating to and affecting the JDL RTP LLC facility at 4105 Hopson Road.	
	6. As the project continues apace, we are concerned about noise abatement, right of way location and schedule for acquisition – the latest right of way maps posted online show the necessity to acquire a portion of our property – the construction impacts with respect to blasting, blast mitigation and responsibility for damage and the apparent elimination of one of our curb cuts, which is an economic harm to the property for which we would request compensation.	
	7. I would like to review the document materials requested above and schedule a time to discuss these concerns.	

C-350

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
John Cox Biogen Idec Letter 4/7/08 Page C-196	<p>Please accept the comments attached in this letter for entrance into the public record on behalf of Biogen Idec, Inc. (Biogen Idec) in response to the Combined Corridor/Design Public Hearing relating to the above referenced matter that was held on March 25, 2008 at the Sigma Xi Auditorium in Research Triangle Park.</p> <p>Biogen Idec recently received information regarding the status of the design of the proposed Triangle Parkway (Parkway) under the authority of the North Carolina Turnpike Authority (NCTA). While Biogen Idec acknowledges the proposed Parkway will provide valuable infrastructure and relief to the increasing traffic congestion in the region, the current design proposals indicate an encroachment into Biogen Idec property that is unacceptable in that it will result in direct, substantial adverse impact to our expansion plans and our ability to maintain long term operations at our Research Triangle Park (RTP) campus.</p> <p>In 1994, Biogen Idec purchased land and located its large scale manufacturing operations in the RTP. In 1997 and again in 1999, Biogen Idec committed to continuing our growth and investment into North Carolina and the RTP through the acquisition of additional adjacent tracts of land. Currently we own and occupy approximately 178 acres in the Research Triangle. These significant investments were based on a site master growth plan that ensured sustainability of growth and expansion of our large scale manufacturing capabilities. It should also be noted that in addition to the acquisition and development of this site, Biogen Idec has also invested significantly in this community, directly creating over 750 tax paying jobs and invested over \$400M in capital. In addition, the Biogen Idec Foundation has provided over \$300K to local science education and community-service organizations.</p> <p>This master plan had (and still has) the full support of North Carolina, including both Executive and Legislative branches. In 2000, the General Assembly passed Session Law 2000-931, which modified the statutorily defined boundaries of the Park to ensure that the Biogen campus and facility would be located entirely within the RTP. This unprecedented action was indicative of the emphasis and support that Biogen Idec has continued to receive from the State of North Carolina, in order to facilitate and encourage the development of the hundreds of millions of dollars of manufacturing facilities that has been located there. Biogen Idec desires and intends to continue to</p>	The NCTA's written response to Biogen can be found on page C-198.

C-351

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>expand those facilities and their capacities, as contemplated by the 2000 legislation and our site master growth plan (Site Plan), assuming that the site and infrastructure allow it.</p> <p>Biogen Idec has been aware of the potential construction of the Triangle Parkway and its location, because of its potential implications for our Site and facilities, and the ability to expand them. For years, the publicly available maps and other descriptions of the location of the Triangle Parkway involved a Right of Way (ROW) location that consumed approximately 10-12 acres of the Site. While not ideal, this proposed encroachment did not threaten the viability and long-term attractiveness of the Site for meeting the manufacturing requirements of the Company.</p> <p>However, the proposed location of the Parkway and its ROW have been substantially altered and expanded in the most recently available maps. Today, as best Biogen Idec and its consultants and architects can determine, the currently proposed ROW design encroaches on Biogen Idec property an average of an additional 100' beyond the original design, resulting in the loss of approximately 12 additional acres from the Site campus. This incremental increase drastically impacts our long-term Site Plan (and the ultimate viability of the site) by eliminating our ability to construct four proposed structures and a main interior circulation road.</p> <p>In light of the forgoing, we strongly urge the NCTA to revise the current design proposal so that it reflects the original ROW, or, in the alternative, alter the alignment to allow Biogen Idec to develop its Site and manufacturing facilities consistently with its long-held plans.</p> <p>We will continue to work with the NCTA and its engineers to resolve our objections to the current design. We recognize that it is important the issues are resolved timely with mutually agreeable results to preserve Biogen Idec's site master growth plan and meeting the need for improved community infrastructure.</p>	

C-352

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
Dan Clever Durham Bicycle & Pedestrian Advisory Commission (BPAC) <b>Letter 4/7/08</b> <b>Page C-200</b>	1. 1) We request that the NCTA construct incidental bicycle and pedestrian facilities along all local roadways and signalized intersections within the project scope, as required by the Durham Uniform Development Ordinance, the adopted Durham-Chapel Hill-Carrboro MPO 2030 Long Range Transportation Plan, and NCDOT Policies. This includes: a) Constructing five-foot wide concrete sidewalks along both sides of Hopson Road and Davis Drive for the full limits of roadway improvements within Durham City limits. b) Constructing four-foot wide bicycle lanes along both sides of Hopson Road, Davis Drive, and NC54 for the full limits of all roadway improvements. c) Constructing the RTP Jogging Path in accordance with the RTP Master Plan along roadways within the RTP Service District for the full limits of roadway improvements, to include Hopson Road, Davis Drive, and NC54. The proposal to replace the existing sidewalks on both sides of NC54 (see page 3-12) is not necessary as sidewalks do not exist in this section of NC54. However, the RTP Jogging Trail, a pedestrian-only facility (not a multi-use path as noted on page 3-12), does exist along the south side of NC54 and must be included in the design of the new bridge and approaches. d) Providing ADA-compliant crosswalks and pedestrian activated crossing signals at all intersections, to include Davis Drive and Hopson Road, Triangle Parkway interchange ramps at Hopson Road, and Triangle Parkway interchange ramps at Davis Drive. This is especially important given the number of motor vehicle travel lanes proposed at these intersections. Crossing signals shall be timed to allow safe crossing, and shall include median islands/refuges and other elements as necessary. 2) We request that the NCTA maintain full pedestrian and bicycle connectivity along the temporary NC54 bridge, to include full accommodation of pedestrians and bicycles along this major bicycle and pedestrian corridor within RTP. 3) We request that NCTA commit to provide safe pedestrian and bicycle access within all construction zones as required by the MUTCD and FHWA. Pedestrian zones within the right-of-way shall be physically separated from vehicular traffic to maximize pedestrian safety. Share The Road and other appropriate signs shall be posted to alert motor vehicle operators to the presence of bicycles. Speed limits within construction zones along local roadways shall not exceed 45 mph.	The NCTA’s written response to Durham Bicycle and Pedestrian Advisory Commission can be found on page C-202.  <b>*R44a</b>

C-353

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>4) We request that all existing and temporary bicycle and pedestrian facilities are continuously maintained in safe and useful condition for the duration of the project. This may include routine sweeping of gravel and debris from travel lanes, bike lanes and pedestrian zones, repair of potholes and other road hazards, and to provide all other necessary routine maintenance for the safe passage of pedestrians and cyclists as may be required.</p>	
	<p>2. The construction of the bicycle facilities on local roads is critical to enhancing non-motorized mobility options included commuters to employment centers within the RTP. We appreciate the opportunity to provide comments on this project and respectfully request a copy of the Minutes of the post-hearing meeting.</p>	<p>As requested, a copy of the Post Hearing Meeting Minutes has been sent to Durham Bicycle and Pedestrian Advisory Commission.</p>
<p>Billy Cashion                  Senior Development                  Manager                  Craig Davis Properties  <b>Letter 4/8/08</b>  <b>Page C-204</b></p>	<p>1. In conjunction with the Davis Drive TIP project # U-4026, a right-in/right-out entrance to Davis Park is being constructed on the north side of Hopson Road just west of Davis Drive. Your initial plans showed this driveway. However, on the project maps that were at the hearing, controlled access was shown for the entire length of Hopson Road between the Turnpike and Davis Drive. This would make the driveway being constructed by NCDOT in conflict with your plans. This was not evident on the previous plans. This access to Davis Park is imperative and must remain. It is requested that you adjust the Controlled Access line which is now at Davis Drive to west of the Davis Park Driveway.</p>	<p>The NCTA's written response to Craig Davis Properties can be found on page C-207.</p> <p>The designs do include the provision for a driveway at the proposed Davis Park Development.</p> <p><b>*RC</b></p>
	<p>2. The proposed uses in Davis Park include multi-story residential units which will be adjacent to the Parkway right-of-way. The impact of the Parkway on these units has not been addressed in your environmental documents. This needs to occur and the Parkway Design needs to include noise abatement measures to mitigate potential noise impacts on the residential development.</p>	<p>A traffic noise analysis has been completed for the project. The results of the analysis determined a noise barrier in the vicinity of the Davis Park West development was not warranted based on the <u>NCDOT Traffic Noise Abatement Policy</u>. The NCTA is following the NCDOT policy since the Federal Highway Administration has approved it. The Design Build Team will be required to minimize clearing along the project as much as possible, which can aid in decreasing noise propagation.</p>
	<p>3. Your proposed right-of-way and potential improvements are showing an impact to the existing storm water control pond for Davis Park West. Your design and documents do not indicate how you will mitigate the potential loss of this required facility. Please provide information that will assure that any storm water controls that are impacted on Davis Park West during the construction of the Parkway will</p>	<p>The NCTA will continue to coordinate with the proposed development through the right-of-way and design process to ensure that stormwater issues are resolved.</p>

C-354

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>be replaced by the Turnpike Authority.</p>	
	<p>4. Your project maps show a considerable amount of wetlands on Davis Park West. This is incorrect. NCDOT has mapped all of the wetlands west of Davis Drive on the Davis Park project in conjunction with the Davis Drive TIP improvements. We request that you correct your project maps to reflect the accurate wetland boundary.</p>	<p>The wetlands identified for the project were initially identified using National Wetlands Inventory mapping and then were delineated within the project corridor in coordination with the NC Division of Water Quality and the US Army Corps of Engineers. Additional information regarding the wetland boundaries identified for this project are available in the <a href="#">Natural Resources Technical Report (NRTR) (February 2007)</a>, <a href="#">Memorandum</a> and <a href="#">Memorandum for NC 540 Widening Addendum</a> (October 2007), which are available upon request. The wetlands identified in these reports are consistent with the wetlands shown on the Public Hearing Map.</p>
	<p>5. Reviewing your plans, I did not see any pedestrian access provided at your Hopson Road intersection. We request that you add sidewalks on both sides for the length of Hopson Road within the turnpike right-of-way.</p>	<p>Accommodations for future sidewalk on the south side of Hopson Road will be provided. Sidewalk on the north side of Hopson Road will be provided.</p>
<p>DCHC MPO                  Alice M. Gordon, PhD,                  Chair                  Transportation Advisory                  Committee  <b>Letter 6/19/08</b>  <b>Page C-209</b></p>	<p>While the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has been generally supportive of the proposed Triangle Parkway toll road, our support was given with the understanding that there would be accommodations for transit use. We continue to have some concerns about the project and request that the North Carolina Turnpike Authority (NCTA) consider and respond to these concerns.</p> <p>In a letter dated October 11, 2006 (enclosed), the DCHC MPO requested that the investment-grade financial feasibility study for the Triangle Parkway proceed with certain qualifications. Although the NCTA has corresponded with the DCHC MPO since October of 2006 and attended some of our Transportation Advisory Committee meetings, a number of the concerns in this letter have not yet been satisfactorily addressed. In addition, the Administrative Action Environmental Assessment report for the Triangle Parkway also does not adequately consider and respond to all of these points.</p> <p>1. Our concerns include the accommodation of transit use on the facility. The DCHC MPO requests that the NCTA reserve space in the median of the project for future transit use.</p>	<p>The NCTA's written response to DCHC MPO can be found on page C-211.</p>

C-355

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-1: Public Comments and Responses**  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

Name	Comment	Response
	<p>2. In addition, the MPO would like the NCTA to allow the free use of the road by buses, vanpools, and (at least 3+) carpools. In Section 5.1.11 (Transportation Services - Public Transportation and Transit) of the Administrative Action Environmental Assessment report, it is noted that while the Triangle Parkway would provide an additional route in RTP for transit vehicles the route would require paying a toll. The report notes that the toll may be discounted for transit vehicles, but the report does not mention carpools and vanpools.</p> <p>3. The DCHC MPO would also like for all planned and existing pedestrian and bicycle facilities on Y-lines (i.e. facilities crossing the Parkway) to be constructed as part of the project. Furthermore, the MPO would like the NCTA to consider innovative design elements such as providing a separate parallel greenway trail in the Triangle Parkway right-of-way. In Section 5.1.2 (Community - Pedestrian and Bicycle Facilities) of the Administrative Action Environmental Assessment report, the report notes that only existing pedestrian and bicycle facilities will be constructed on the Y-lines. Adequate space will be provided for planned pedestrian facilities, but they will not be constructed. Planned bicycle facilities are not addressed in the report.</p> <p>The DCHC MPO would like to continue to work with the NCTA as a partner in the planning, design, construction, and operation of the Triangle Parkway. I believe you have indicated that you are indeed willing to work with us as partners, and to meet with us to discuss the details of the project.</p> <p>The DCHC MPO requests that the NCTA respond to our concerns within one week of the receipt of this letter. I believe you have indicated that you can do that. Please address the concerns raised above, as well as respond to the additional points raised in our October 2006 letter. You may contact Mark Ahrendsen at 919-560-4366 if you have any questions.</p>	

C-356

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**

April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

**Note:** Comments listed in this table were provided by Mr. Ben Scaggs, Office of Administration and Resource Management and Mr. Marc Hollander, Associate Director for Management, on behalf of both the USEPA and NIEHS Offices, respectively, located at the Research Triangle Park (RTP) Campus. These comments are on the U-4763B Environmental Assessment (EA) and were provided in an April 7, 2008 letter to NCTA. A copy of this letter is included in Appendix C of the Finding of No Significant Impact (FONSI), pages C-215 through C-235. Comments throughout the letter and attachments are bracketed and numbered for ease of reference.

Many of these RTP: USEPA-NIEHS comments were similar to comments received from other agencies and the public. Therefore, common responses were prepared and indexed to manage the volume of information. Within this Table C-2 there are both text responses and/or “response numbers.” The response numbers refer to the corresponding response in the “Common Response Index” on pages C-278 through C-290.

C-357

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
<b>USEPA and NIEHS Comments - April 7, 2008 letter</b>				
1	C-215		<p>On behalf of the U.S. Environmental Protection Agency (EPA) and the National Institute of Environmental Health Sciences (NIEHS) at Research Triangle Park, we are pleased to provide you with comments on the draft Environmental Assessment (EA) for the proposed Triangle Parkway project. Our comments are submitted from the perspective of "impacted parties" and are, therefore, not regulatory in nature. EPA Region 4 will provide their comments separately.</p> <p>During the past year, EPA and NIEHS have met with the N.C. Turnpike Authority (NCTA) and the N.C. Department of Transportation (NCDOT) and expressed concerns related to the construction and future use of the proposed roadway. We appreciate the efforts by NCTA and NCDOT to address a number of issues. However, while the EA touches on many of our concerns, we have identified a number of items which need to be addressed more fully. Our primary interests include:</p>	Comment noted.

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-358

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
2	C-215		<ul style="list-style-type: none"> <li>A full movement intersection at the EPA/NIEHS campus entrance located on Hopson Road;</li> </ul>	<p>A Special Project Commitment has been included in the FONSI regarding this intersection. (See Page 2 of Special Project Commitments)</p> <p><b>*R34</b></p>
3	C-215		<ul style="list-style-type: none"> <li>A traffic evaluation for installation of a traffic signal at the campus entrance located on Hopson Road upon request from the EPA or the NIEHS;</li> </ul>	<p>A Special Project Commitment has been included in the FONSI regarding this intersection. (See Page 2 of Special Project Commitments)</p> <p><b>*R34</b></p>
4	C-215		<ul style="list-style-type: none"> <li>A noise barrier along the east side of the First Environments Early Learning Center, a sensitive population along the corridor of the project;</li> </ul>	<p>A Special Project Commitment has been included in the FONSI regarding this noise barrier. (See Page 2 of Special Project Commitments)</p> <p><b>*R30</b></p>
5	C-215		<ul style="list-style-type: none"> <li>Noise reduction and prevention activities during and after construction;</li> </ul>	<p>The Design Build Team will be required to locate the staging area away from the First Environments Early Learning Center (FEELC) childcare facility, which will help minimize noise levels. The FONSI includes a commitment that there will be no construction staging adjacent to the FEELC childcare facility.</p>
6	C-215		<ul style="list-style-type: none"> <li>Reduction of harmful emissions during construction;</li> </ul>	<p>Throughout the construction life of the project, the Design Build Team will be required to control dust within the project area and at all other areas affected by the construction of the project, including, but not specifically limited to, unpaved secondary roads, haul roads, access</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-359

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
				<p>roads, disposal sites, borrow and material sources, and production sites. Dust control will not be considered effective where the amount of dust creates a potential or actual unsafe condition, public nuisance, or condition endangering the value, utility, or appearance of any property.</p> <p>The NCTA will commit to providing the Design Build Team any information that USEPA can offer specific to the following issues: 1) availability of low sulfur fuel for construction equipment and information on cost differential; 2) Information on the latest air pollution control devices on construction equipment and whether all equipment needs to be new or be retrofitted; 3) A suggested reasonable amount of time for equipment to idle versus the effect of equipment restarts; 4) Examples of other forms of dust control that have been used successfully on large construction projects (e.g. foam).</p>
7	C-215		<ul style="list-style-type: none"> <li>Restriction of construction equipment staging or equipment idling near the child care center;</li> </ul>	The Design Build Team will be required to locate the staging area away from the FEELC childcare facility.
8	C-215		<ul style="list-style-type: none"> <li>Effective dust suppression/control practices during construction;</li> </ul>	The Design Build Team will be required to follow NCDOT standard procedures for limiting dust during construction.
9	C-216		<ul style="list-style-type: none"> <li>Contractual requirements for blasting controls and advance notification to EPA and NIEHS;</li> </ul>	The Design Build Team will be required to coordinate blasting activities with the USEPA and NIEHS. The NCTA is also preparing a vibration study for the project area.

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-360

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
10	C-216		<ul style="list-style-type: none"> <li>Prompt turn-over of the abandoned NC-147 spur for future Federal Government for access use into the Burdens Creek Research Site;</li> </ul>	The USEPA and NIEHS should continue to coordinate with the NCDOT Division 5 office on this subject. NC 147 is a state maintained road and is under the jurisdiction of the NCDOT.
11	C-216		<ul style="list-style-type: none"> <li>Inclusion of enforceable, meaningful and measurable construction quality management practices to the contract;</li> </ul>	The NCTA will have a full-time quality control inspection team on the project site during construction.
12	C-216		<ul style="list-style-type: none"> <li>Consideration in moving the west edge of the pavement further east and away from the EPA/NIEHS child care center; and</li> </ul>	<b>*R27</b>
13	C-216		<ul style="list-style-type: none"> <li>Clear determination and limitation of the limits of clearance and buffer areas along the Federal property line.</li> </ul>	The Design Build Team will be required to minimize the clearing of trees along the project. The areas where the Design Build Team will be prohibited from clearing will be delineated after the final plans are complete.  <b>*R39a</b>
<b>USEPA/NIEHS Comments – To the Federal Environmental Assessment for U-4763B</b>				
14	C-218	Page 1 of 1, "During construction NCTA will request contractors to incorporate measures to minimize the removal of trees along the entire length of the project." (Special Project Commitments Section)	NCTA should change this from a request to a requirement, including a tree protection plan to be coordinated with adjacent property owners and reviewed and approved by NCTA.	<b>*R39a</b>
15	C-218	Page 1-1, (Related to Section 1.1, Summary of Purpose and Need)	This section of the draft EA does not recognize the traditional roadway planning and prioritization process (i.e., the NCDOT: State Transportation Improvement Program) which already balances the benefits of each	The Triangle Parkway is a priority for the Triangle region; it is not a low-priority project. The legislature has identified Triangle Parkway as a project that should be implemented with

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-361

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			<p>proposed project with its total cost, and that this process continues to recognize the extension of the Triangle Parkway as a very low priority future project. The current, approved 2007-2013 STIP and the current, draft 2009-2015 STIP, provide a regionally balanced prioritization of future transportation projects, including all transportation modes (not just controlled access freeways), optimized to meet current and forecast regional transportation needs. While it is true that the Capital Area MPO (CAMPO) and Durham-Chapel Hill-Carrboro MPO (DCHC MPO) have recently included the extension of the Triangle Parkway in their respective Long Range Transportation Plans for the region, the draft EA fails to note that the addition of this project is solely as a toll facility to be funded by others - the priority ranking of this project remains very low. We are concerned that the proposed action will accomplish little to meet the very real, highest priority multi-modal transportation needs of the Triangle Region; this project is a local connector with significant environmental and societal costs with limited projected benefits to the community. EPA and NIEHS believe that the proposal to utilize alternative highway funding sources (e.g., tolling) on other than the highest regional STIP priority projects, conflicts directly with the role of our MPOs in regional transportation planning and the intent of the federally mandated STIP processes to address priority needs first.</p>	<p>toll funding. Rather than delaying other projects, tolling on Triangle Parkway will allow traditional (non-toll) revenues to be used for other projects that are not financially viable as toll roads.</p> <p><b>*RB</b></p>
16	C-218	Pages 1-10 thru 1-11, Table 6-4 (Related to Section 1.6, Planned Transportation Improvements in the Study Area)	Several discrepancies are noted between the projects listed in the draft EA and those contained in the approved 2007-2013 STIP. We note that STIP project U-4763A, the McCrimmon Connector, is also designated the Triangle Parkway - a continuation of the proposed project (U-4763B) included in the STIP for "programmed for	The information for STIP U-4763A is correct in the EA. The I-40 widening project, STIP I-3306, is also correctly described in the EA. The EA incorrectly stated that STIP U-3309 construction would be completed in 2009. It should have stated that construction

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-362

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			<p>planning and environmental study only" – project U-4763A has no programming identified. The I-40 widening, U-3306, is included in the STIP as "unfunded, future years" (i.e., beyond 2015). The T.W. Alexander Drive widening, project U-3309, is already complete from NC-147 to Miami Boulevard; the remaining section between Cornwallis Road and NC-147 is programmed for construction in FY 2009 and FY 2010; it will not be completed in FY 2009 as stated in the draft EA. Other approved STIP projects not recognized in the draft EA but which are anticipated to impact the proposed project study area include: U-4716, Hopson Road and Church Street grade separation and road realignment; and U-4410, RTP Access Routes, which are incorrectly and incompletely described. In light of these discrepancies, the draft EA does not adequately recognize the existing and future importance of the Hopson Road corridor, as a major connector linking NC-55 on the west to Page Road and I-40 on the east. Specifically, the increase in vehicle traffic in this corridor from the Hopson/Davis split diamond interchange, as the only Triangle Parkway exit between I-40 and NC-540, will significantly further overload the Hopson Corridor. Nowhere in the draft EA is it recognized that the existing Hopson Road cross section between Davis Drive and Miami Boulevard, which is not otherwise slated for improvements by any proposed STIP project, is currently, and will remain inaccessible to mass transit vehicles, i.e., ITA coach buses, effectively preventing mass transit service along its full length. The draft EA does not recognize the need to widen Hopson Road to a four-lane divided cross section from NC-55 to Miami Boulevard, which we believe is critically necessary</p>	<p>would begin in federal fiscal year 2009. STIP U-4716 should have been listed in the EA. It is unfunded in the 2007-2013 STIP. STIP U-4410 should have been listed in its entirety in the EA, as it is included in the 2007-2013 STIP.</p> <p>Although there were several projects inadvertently omitted from listing in the EA, each of these projects are included in the Triangle Regional Model and, therefore, were taken into consideration during traffic forecasting and analysis for Triangle Parkway.</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-363

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			to minimize congestion and mobility impacts from the proposed action.	
17	C-219	Page 2-3, (Related to Section 2.2.1, Transportation System Management (TSM) Alternative Description of Alternative)	The Transportation System Management (TSM) alternative Assessment and Conclusions are highly subjective and not supported by any data or quantitative analysis. Further, the Transportation Demand Management (TDM) alternative Assessment and Conclusions are similarly subjective and not supported by any data or quantitative analysis. As such, it appears that the out right dismissal of both alternatives is questioned. We also note that the draft EA makes no mention of the significant TDM modal shift data compiled by the Triangle Transit Agency, as the Durham County Commute Trip Reduction program administrator, or the results of the Triangle Region Long Range Travel Demand Management Plan. EPA and NIEHS rely heavily on multi-modal commuting options for our workforces, and we believe that the role of TDM in reducing congestion and improving mobility is significant and warrants detailed consideration.	TSM and TDM alone will not solve the future transportation problems in the region. They are parts of the Long Range Transportation Plan to meet the future needs of the area just as Triangle Parkway is part of the Long Range Plan to help meet these future needs.
18	C-219	Page 2-8 through 9 (Related to Section 2.2.4, Mass Transit Alternative)	The Mass Transit alternative Assessment and Conclusion fails to recognize the important work of the Special Transit Advisory Commission (STAC) and the results of this concerted effort to identify the future role of mass transit to alleviate roadway congestion. Additionally, as noted above, the present and proposed configuration of the Hopson Road corridor and its limiting effect on mass transit is not recognized or addressed. EPA and NIEHS rely heavily on multi-modal commuting options for our workforces, and we believe that the role of mass transit in reducing congestion and improving mobility is significant and warrants detailed consideration.	<b>*R45</b> <b>*R46</b> <b>*R48</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-364

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
19	C-220	Page 2-12 (Related to Section 2.3.2, regarding the Triangle Parkway “New Location” Corridor B)	<p>Contrary to what is stated in the draft EA regarding the Triangle Parkway “New Location” Corridor B, depicted on figure 2-3, this corridor location was not presented to EPA-RTP as an option to be compared to Corridor A or any other corridor. In the meeting between the NCTA and EPA-RTP representatives held on 5 July 2006, the concept of Corridor B was not mentioned by NCTA, and this is corroborated by the minutes of this meeting, taken by NCTA and later shared with EPA-RTP. We note that these minutes are notably absent from Appendix D of the draft EA. The issue of the potential “taking” of federal land along the “reserved corridor” (Corridor A) was discussed and it was clearly communicated (and noted in the meeting minutes) that EPA-RTP did not support such a “taking” of federal property, and that such action, via condemnation, sale, or other transfer means, was essentially unfeasible for this project. Thus it is clear that before the July 20, 2006 agency review meeting mentioned on page 2-12 that the NCTA fully realized that Corridor B, which could only occur with significant taking of federal land, was not a viable option. The non-viability of the taking of federal land for a Corridor option should not have been a surprise; rather the failure of the NCTA to recognize the legal constraints upon adjacent federal land appears to represent a critical flaw in the alternate corridor selection process. As Corridor B could never be considered viable, essentially the NCTA has not considered another potentially viable corridor to the “reserved corridor”. Had instead the NCTA considered an alternative corridor further east of the reserved corridor, we believe that a preferred location with lessened environmental impacts may have resulted. Until such a</p>	<p>In a meeting between USEPA representatives and NCTA on June 27, 2006, the USEPA representatives stated that they were not interested in swapping any land from their campus.</p> <p>At the request of the NC Division of Water Quality, an alternative using USEPA/NIEHS property was developed and presented to the review agencies in July 2006. Part of the discussion for eliminating that alternative did include the lack of interest on the part of USEPA/NIEHS to willingly swap land. As a follow-up with NIEHS, the owner of record for the property impacted by Corridor B, the NCTA met November 15, 2006 to present Corridor B and confirm their unwillingness to swap land.</p> <p>Copies of the minutes from the June 27, 2006 (memo dated July 5, 2006) and November 15, 2006 meetings are included on pages C-236 through C-241 of Appendix C.</p> <p>An alternative located further to the east will result in greater impacts to both the human and natural environment. Notably, greater impacts to jurisdictional wetlands and streams protected by the Clean Water Act, which is administered by the USEPA. In addition, an alignment shift to the east would result in additional impacts to the Kitts Creek subdivision, Keystone Office</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-365

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			corridor evaluation process is performed, the proposed action should not proceed.	Park, Davis Park, and Sigma Xi Scientific Research Society.
20	C-220	Page 2-20 (Related to Section 2.3.4, Potential Modifications at 1-40 and NC-540, Subsection: Conclusion)	The draft EA indicates that the widening of the proposed Triangle Parkway from six-lanes to eight-lanes would not be needed until the McCrimmon Connector (STIP project U-4763A) is constructed. This indicates that, at some point in the future beyond 2017 (the last year in the proposed STIP) but potentially before 2030 (the future design year of the congestion models), the proposed roadway must be widened to accommodate future traffic. Given the extremely narrow proposed right of way within the reserved corridor, it appears that this future widening cannot be accommodated within the proposed right of way. This implies that additional impacts beyond the proposed right of way could be anticipated, and evaluated fully, under the scope of the environmental review. EPA and NIEHS are concerned that these impacts have not been addressed.	<b>*R28</b>
21	C-221	Page 3-1 (Related to Section 3-1, Preferred Alternate Description)	The list of improvements should also include the replacement of the existing NC-54 bridge over NC-147, as depicted on Figure A-4, and described later in section 3.1.2.	
22	C-221	Page 3-2, "The temporary detour along NC-54 will include the construction of a detour bridge to maintain the NC-147 spur between I-40 and T.W. Alexander Drive for as long as feasible during the construction of the	The timing of removal of the existing NC-147 spur is critical to the EPA/NIEHS campus, as this removal will significantly and dramatically alter campus commuting patterns, resulting in a near total reversal of traffic to the existing EPA/NIEHS campus entrances, as documented in traffic studies and commuter choice survey results previously furnished to NCTA, but not recognized in the draft EA. We are concerned that the parameters of the timing and feasibility of the removal of the spur are nowhere defined in the draft EA, and thus the impacts to	<b>*R1 through *R5</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-366

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
		project." (Section 3.1.2,3.1.2 Control of Access and Interchange Connections)	<p>the EPA/NIEHS campus cannot be fully determined and mitigated. This concern is magnified given the projected 25% EPA/NIEHS campus population growth by the 2030 design year, which forecast was also furnished NCTA yet apparently not factored into the draft EA.</p> <p>We find that the draft EA has inadequately assessed the effect that the decision to remove the existing NC-147 spur will have on east-west traffic currently using the 1-40 corridor and the NC-147 spur to access RTP in general and the EPA/NIEHS campus in particular. While the draft EA may improve north-south travel to and through RTP. We believe that by closing the NC-147 spur, this gain will be offset by a considerable loss in service in east-west travel.</p>	
23	C-221	Pages 3-2 through 3-5 (Related to Section 3.3, related to anticipated Design Year 2030 Level of Service)	<p>We noted that the anticipated Design Year 2030 LOS values for the basic freeway segments and interchanges indicate that many elements of this project are predicted to fail long before the Design Year arrives, Dismal ("undesirable") projections are forecast at the Davis Drive and Hopson Road intersections, even with all proposed intersection improvements. In other words, even with the significant cost investment and environmental impacts, this proposed action will cease to meet one of it's intended purposes - to reduce motor vehicle congestion - well within the project's lifespan. Rather, the Operational Analysis presented in the draft EA demonstrates and reinforces what transportation agencies have proven on other controlled access freeways within the Triangle region - we cannot build our way out of congestion by creating more roadway capacity, It is thus imperative that we focus instead on mass transit and travel demand</p>	<p><b>*R5</b>  <b>*R31</b>  <b>*R32</b>  <b>*R45</b>  <b>*R48</b></p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-367

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			management strategies to utilize existing infrastructure more efficiently and effectively by managing ADT and VMT, not simply by expanding infrastructure capacity, alternatives that the draft EA dismisses as noted above.	
24	C-222	Page 3-4, "The intersection of Triangle Parkway northbound off-ramp and Davis Drive is proposed to be located approximately 2,400 feet from the Davis Drive and Hopson Road intersection." (Section 3.3.3, Connecting Road Intersections)	Figure A-3 indicates that this distance is approximately 1,500 feet, a much shorter distance.	Based on our calculations, the distance is 2,400 feet.
25	C-222	Page 3-4 and 3-5 (Related to Section 3.4, Right-of-Way and Typical Section)	The draft EA neglects to mention the avoided cost impact to the project by the donation of the 112 acres of required right-of-way owned by the Research Triangle Foundation (RTF) in the reserved corridor. The role of the significant value of this donation of reserved corridor and its effect on the selection of the preferred alignment should be documented in the alternative selection process. This is of critical significance as this value represents support and investment in this proposed action by a private party not otherwise associated with NCTA or potential private investors.	Section 2.3.2 of the EA includes information on the two new location corridors considered. A comparison of these corridors is provided in this section.
26	C-222		The draft EA does not consider narrowing of the proposed roadway cross section in order to maximize preservation of forested vegetative buffer adjacent to the EPA/NIEHS site. We question the relative benefit of the proposed 46-foot wide median compared to the noise and	The typical section shown in Figure 3-1 of the EA is required to meet the future widening needs of the project. Based on design standards, removing or reducing the width of the inside paved shoulder is not feasible with a

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-368

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			emission impacts to the First Environments Early Learning Center day care facility, which does not appear to be evaluated in the draft EA. We specifically request that the NCTA consider constructing a narrowed, multiple lane section with a 10-foot wide paved median with median barrier, in lieu of proposed median divided-lane section, shifted asymmetrically east to preserve the maximum width of forested buffer against the EPA/NIEHS site on the west.	<p>six-lane typical section. The paved shoulder width is necessary to accommodate future lane additions and to provide pavement support, maintenance (grass cutting, etc.) and to provide an area to accommodate vehicle breakdowns, especially for trucks. The median width is based on AASHTO and NCDOT design standards for the proposed facility type and provides the minimum required width for additional lanes in the future.</p> <p>A Special Project Commitment has been included in the FONSI regarding the cutting of trees (See Page 2 of Special Project Commitments).</p> <p><b>*R39a</b></p>
27	C-222		We request that the retaining wall alongside federal property be fully integrated into the noise barrier(s) design in such a manner as to maximize the effectiveness of both.	The Design Build Team will be required to consider this as a part of an ongoing effort to minimize project costs. FHWA and NCTA have not yet made a final decision regarding the retaining wall as it relates to the design of the noise barrier.
28	C-222	Page 3-6, "EPA staff currently access the northern portion of their campus using the RTF-owned section of Jenkins Road." (Section 3.4, Right-of-Way and Typical Section)	This statement in the draft EA is incorrect - since the Burdens Creek bridge was destroyed in January 2007 during geotechnical investigations for the proposed action, this access no longer exists. The draft EA also does not address the permanent impact to EPA and NIEHS if the proposed action is not built, as access to federal property north of Burdens Creek from the NC-147 spur is not viable.	<p>Some USEPA employees have been using Jenkins Road to access the northern part of the campus since the bridge over Burdens Creek collapsed.</p> <p>NCDOT and USEPA have an agreement to provide access to this site.</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-369

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
29	C-222	Page 3-7, "To maintain control of access along Triangle Parkway, the Preferred Alternative will close the temporary NC-147 Spur, which provides access between T.W. Alexander Drive and I-40." (Section 3.7, Interchanges, Intersections and Signalization)	We find that the draft EA inadequately considers alternative roadway designs which could safely allow the merging of I-40 and NC-147 southbound traffic without necessitating removal of the NC-147 exit spur. For instance, the draft EA does not consider an interchange design with a collector/distributor road, which would run parallel to the freeway and isolate it from the weaving action at the ramps. This as well as other potential designs have apparently not been considered. Therefore, the relative environmental impacts of alternatives other than the Preferred Alternative have not been determined. The removal of the existing NC-147 spur is critical to the EPA/NIEHS campus, as this removal will significantly and dramatically alter campus commuting patterns, resulting in a near total reversal of traffic to the existing EPA/NIEHS campus entrances, as well as other local traffic impacts well beyond this intersection. This concern is magnified given the projected 25% EPA/NIEHS campus population growth by the 2030 design year.	*R1 *R3
30	C-223	Page 3-7, "Access to T.W. Alexander Drive from NC-54, NC-147 (north of Cornwallis Road), Cornwallis Road, Alston Avenue, and Hopson Road will remain unchanged." (Section 3.7, Interchanges, Intersections and Signalization)	This statement in the draft EA is misleading and conflicting. While the physical intersections listed will remain unmodified, the traffic projections as described in appendix B and elsewhere in the draft EA will significantly change the volume of traffic along T.W. Alexander Drive, worsening most intersections compared to the 2030 No Build option. This will effectively reduce access to T.W. Alexander Drive for all modal types.	*R4 *R5

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-370

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
31	C-223	<p>Page 3-7, "When the NC-147 Spur is closed and the Hopson Road interchange with Triangle Parkway is opened, EPA Research Triangle Park (EPA) and the National Institute of Environmental Health Sciences (NIEHS) anticipate that many of the employees will choose to use a second un-signalized access available on Hopson Road instead of the main entrance at T.W. Alexander Drive. The Hopson Road entrance to EPA/NIEHS will remain as an un-signalized full movement intersection. The intersection would not meet the necessary warrants to add a traffic signal when the project opens in 2010. However, in the future the NCTA will design and construct a traffic</p>	<p>Rather than leaving this commitment open-ended, NCTA should coordinate with NCDOT to schedule an evaluation of the intersection upon EPA/NIEHS request or within the first year of Parkway operation to determine if signalization is warranted.</p>	<p><b>*R34</b></p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-371

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
		signal at this location when it meets the NCDOT traffic signal warrants as outlined in the <u>Manual of Uniform Traffic Control Devices</u> (MUTCD)." (Section 3.7, Interchanges, Intersections And Signalization)		
32	C-223		Although we note that figure A-3 still depicts a median across our Hopson Road entrance, we understand that this commitment has been made by NCTA (as noted here and elsewhere in the draft EA). We ask that this commitment be included in the Special Project Commitments and the final Alternative Alignment Plan be revised accordingly. We also request that NCTA continue to coordinate closely with EPA/NIEHS as this intersection, and the relocated right-in-right-out JDL-RTP site driveway, is designed to fulfill this functionality.	Comment noted.  A revised map is included in the FONSI as Figure 2-3. The FONSI also includes a Special Project Commitment regarding the signal at the Hopson Road entrance.
33	C-224	Page 3-8, "This intersection is located just east of the proposed facility and in close proximity to the proposed interchanges; therefore, the potential of coordinating these signals' timing will be reviewed during final design to improve traffic flow." (Section	The existing intersection at Davis Drive is currently signalized, resulting in three signals within an approximate distance of approximately 1500 feet. The EPA and NIEHS have important leased facilities (office and warehouse) with frequent daily travel to and from the EPA/NIEHS campus using the Hopson Road gate. The NCTA recognizes that traffic will be congested in this area, and with the anticipated traffic volumes on Hopson Road, the intersection at Davis Drive is projected to be at a failing level of service. Given the assessment of traffic impacts along Hopson Road that are described within the document, the NCTA should unambiguously commit to	As part of the final design, the traffic signals along Hopson Road and Davis Drive will be coordinated to optimize traffic flow and minimize delays.

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-372

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
		3.7; regarding the intersection of Davis Drive and Hopson Road and the traffic signalization that will be added to accommodate the Parkway access and exit ramps on Hopson Road)	optimizing signal coordination and timing along Hopson Road and at the Davis Drive and Hopson Road intersection.	
34	C-224	Page 3-9, (Related to Section 3.7.3, I-40 Connection)	This section makes no mention of the proposed replacement of the existing NC-54 bridge over existing NC-147 to accommodate the proposed widening of NC-147 to 3 lanes each direction with associated ramps. This is inconsistent with the temporary and new bridges depicted on figure A-4, and section 3.10.3. Note that NC-54 replacement bridge must include bicycle facilities on NC-54 as required by the Durham Chapel Hill Carrboro MPO adopted 2030 Long Range Transportation Plan. The construction of bicycle facilities on local roads is critical to enhancing non-motorized mobility options included commuters to the EPA/NIEHS campus.	The replacement of the NC 54 bridge is discussed on pages 3-11 and 3-12 of the EA. The Town of Morrisville has expressed interest in having bicycle lanes at this location. At the Post Hearing Meeting it was decided that sidewalks on both sides of the NC 54 bridge would be replaced and 14-foot outside lanes would be provided on NC 54, Davis Drive and Hopson Road. Minutes of the Post Hearing Meeting are provided in Appendix C of the FONSI.
35	C-224	Page 3-9, "NCTA is considering two potential toll collection methods: electronic toll collection (ETC) and on-site payment." (Section 3.9, Toll Access and Collection)	This statement, and the footnote on this page, are inconsistent with the decision as adopted by the NCTA Board of Directors on November 14, 2007 to utilize only fully electronic toll collection (see page vii). EPA/NIEHS requests that this decision be made before award of the design-build contract to minimize environmental impacts for unnecessary infrastructure development and that the final Preferred Alternative Map revised accordingly.	The NCTA anticipates that all tolls will be collected electronically, which would avoid the need for cash-collection lanes and facilities.
36	C-224	Page 3-11, "Retaining walls are proposed at six locations. One retaining	NCTA should re-evaluate the location of this retaining wall integrated to other noise and pollution mitigating approaches such as limits on clearing set-backs, additional	The Design Build Team will be required to consider this as part of an ongoing effort to minimize project costs.

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-373

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
		wall is located adjacent to the EPA property line to avoid right-of-way impacts to the Federal property and minimize impacts to the Unnamed Tributary to Burdens Creek." (Section 3.10.2, Retaining Walls)	trees and vegetation along the roadway alignment. This could reduce the potential for noise and air pollution impacts on the child care facility and its occupants.	<b>*R39a</b>
37	C-225	Page 3-11 "One retaining wall is located adjacent to the EPA property line to avoid right-of-way impacts to the Federal property and minimize impacts to the Unnamed Tributary to Burdens Creek." (Section 3.10.2, Retaining Walls)	We request that this retaining wall not be located along the property line as stated, but as close to the edge of the roadway as possible, to minimize clearing and to preserve as much forested buffer within the Right Of Way as possible, and to coordinate the design and location of the retaining wall with the noise barrier to maximize the effectiveness of both (as noted above).	The Design Build Team will be required to consider this as part of an ongoing effort to minimize project costs.
38	C-225	Page 3-11, (Related to Section 3.10.3, Roadway Bridges)	It does not appear that the draft EA factored the disruption of wildlife movement along Burdens Creek into the design of the proposed bridge. This is important due to the impacts on wildlife movement that the construction of this wide, linear wildlife barrier (the roadway itself) will have on the existing open space within this section of RTP. Designing and providing a functional wildlife crossing along Burdens Creek under the proposed roadway will also decrease the likelihood of wildlife impacts with vehicles along the proposed roadway, mitigating perhaps the highest traffic safety hazard of this	The preliminary design of the bridge at Burdens Creek is 100 feet longer than required to meet the hydraulic design. This additional 100 feet will help serve wildlife movement.  The project will be fenced to prevent access to the roadway from adjoining properties.

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-374

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			proposed road within this corridor. We ask that NCTA commits to minimizing impacts to wildlife movements by designing an overpass and boundary fencing that funnels wildlife to the safest crossing location.	
39	C-225	Page 3-12, "Final decisions on noise mitigation will be made during final design, based on a noise study prepared in accordance with NCDOT's noise policy. The recommendations in this EA for noise mitigation are preliminary and could be modified during final design." (Section 5.1.13, Noise)	EPA's scientific staff have indicated that the best mitigation measures for the child care site include providing additional distance by moving the road to the East, and installing a noise wall in combination with strict protection of the existing tree canopy (as near as possible to the roadway). The noise wall should be a commitment of the project, not an option.	<p>The project is located as far from sensitive receptors as practical. Moving the project further east away from the FEELC childcare facility would result in increased impacts to wetlands and streams. An alignment shift to the east would also increase impacts to several developments along the corridor, including BASF Corporation, the Davis Park residential/commercial center and the Keystone Office Park. The roadway's location was strategically selected to avoid and minimize impacts to the human and natural environment.</p> <p>The Design Build Team will be required to incorporate measures to minimize the removal of trees during construction. A Special Project Commitment has been included in the FONSI regarding the cutting of trees (See Page 2 of Special Project Commitments).</p> <p><b>*R30</b></p>
40	C-225		Based upon the oral presentation given and Preferred Alternate map documents displayed by NCTA at the Public Hearing on March 25, 2008, it appears that significant design decisions have been made regarding the nature, extent, and location of the proposed noise barrier	A noise barrier will be constructed to minimize noise impacts to the FEELC childcare facility. NCTA has no plans to monitor the noise levels following construction and such monitoring is not required by FHWA or NCDOT regulations

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-375

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			east of the EPA/NIEHS FEELC day care facility; however, these decisions are not reflected in the published draft EA. Accordingly, the public, including EPA, NIEHS and FEELC as interested parties, are unable to provide meaningful comment, knowing that the draft EA may no longer reflect the proposed actions. We ask NCTA to commit to designing and constructing the noise barrier already determined to be "reasonable and feasible". The draft EA provides no basis for revisiting this determination during final design, and the opportunity to eliminate this barrier from consideration should be eliminated. We also ask that NCTA design the noise barrier to provide maximum noise reduction reasonably possible (not simply the minimum level of noise abatement required by NCOOT policy), and to commit to testing the effectiveness of the designed noise reduction after roadway opening and making necessary improvements to achieve design goals if they are not realized.	and is not standard practice. The noise barrier is designed to mitigate traffic noise impacts in the design year (2030), not the opening year (2010).  <b>*R30</b>
41	C-226	Pages 3-12, 4-17 and 5-4 through 5-5 (Related to Section 3.12, Sidewalks and Multi-use Paths; Section 4.2.2, Transportation Plans; and Section 4.2.3, Bicycle and Pedestrian; and Section 5.1.2, Pedestrian and Bicycle Facilities)	We note that the characterization of the existing RTP jogging path along Davis Drive (and elsewhere within RTP) as a "multi-use path" is incorrect. These paths were designed as pedestrian facility only, and do not meet any recognized bicycle facility design standards. NCTA's plan to replace the multiuse path with sidewalks along the north side of Davis Drive at the interchange location to maintain the connection along the existing path is good; however, a sidewalk is pedestrian only, not "multi-use".	Based on conversations with the Research Triangle Foundation, bicycles are allowed to use the paths, but they must yield to pedestrians.
42	C-226		This section also mentions "future sidewalks would be accommodated along Hopson Road under the proposed	<b>*R44</b> <b>*R44a</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-376

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			<p>Triangle Parkway bridges to allow for connection to the multi-use path along Hopson Road"; however, the construction of pedestrian and bicycle facilities along both sides of all NCDOT roadways within the project limits is required and these elements must be funded, designed, and constructed as incidental improvements to the proposed action.</p> <p>The statement that the new bridge over NC 54 includes sidewalks on both sides of the bridge to connect to the existing sidewalks along NC 54 is misleading, as there are no sidewalks present along this section of NC 54. A section of the RTP jogging trail is present along the south side of NC 54 only. This existing pedestrian element must be replaced; further, as required by Appendix D of the adopted 2030 DCHC MPO Long Range Transportation Plan, the new section of NC54 shall include 4-wide bicycle lanes (or 14' wide outer lanes) throughout. Similarly, on-road bicycle facilities are also required along all sections of Hopson Road and Davis Drive within the project limits by the same adopted Plan.</p> <p>Those sections of Hopson Road and Davis Drive to be improved within Durham city limits (i.e., outside of RTP jurisdiction) shall include 5-foot concrete sidewalks on both sides of these major thoroughfares as required by Durham Unified Development Ordinance sections 12.4.2 and 12.4.5.</p>	
43	C-226		Safe pedestrian connectivity must also be fully accommodated at all signalized intersections in accordance with Durham UDO section 12.4.1, American Association of State Highway Transportation Officials	<b>*R44a</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-377

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			<p>(AASHTO), Americans with Disabilities Act (ADA) and NCDOT standards.</p> <p>Section 4.2.2 of the draft EA makes no mention of the adopted Durham Walks. Pedestrian Plan (2006) or the adopted Durham Comprehensive Bicycle Transportation Plan (2006), both of which are relevant to the proposed action.</p> <p>The adopted Durham Comprehensive Bicycle Transportation Plan includes existing bicycle facilities in the area (including bike lanes along Cornwallis Road within RTP through the existing NC-147 interchange). This Plan also recommends many local roads within the study area for bicycle improvements, and specifically recommends including bicycle facilities on Roadway Construction and Reconstruction and Bridge Projects for all roads except controlled access road where bicycle use is prohibited (see page 7-9). Further, the adopted Durham Chapel Hill Carrboro MPO 2030 Long Range Transportation Plan, Appendix D, Bicycle Projects, identifies many of these same local roads for bicycle improvements. Roads specifically identified for 4-foot bicycle lanes include Hopson Road, Davis Drive, NC-54, Alston Ave, and T.W. Alexander Drive. These plans underscore the vital importance of creating a network of functional bicycle facilities within Durham to support, promote and encourage bicycling as an alternative to motor vehicle use. We request that NCTA follow these adopted Durham and MPO Plans and Policies, for all non-controlled access roadways (i.e., local roads) within the project scope. This is vitally important to EPA,</p>	

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-378

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			NIEHS, other RTP companies, and the traveling public that the significant impacts to non-motorized transportation within our public right-of-ways by increasing motor vehicle roadway traffic are mitigated by the construction of safe pedestrian and bicycle facilities within the full scope of this project.	
44	C-227	Page 3-13, "The planning measures included selecting the project corridor location that collectively avoids and minimizes impacts to resources within the project area." (Section 3.16, Avoidance and Minimization)	EPA and NIEHS question whether consideration of an alternative corridor east of the stream immediately east of the reserved corridor could result in considerably less total impacts. We believe that the initial corridor selection process that appears to have focused only on avoiding stream and wetland impacts, before other potential impacts were identified, and which did not consider an alignment along undeveloped private land east of the reserved corridor, instead evaluating a potential alignment (Corridor B) only to the west of the reserved corridor, was critically flawed.	*R27
45	C-227	Page 3-13, "The inclusion of the retaining wall at the EPA property reduced the impacts to the Unnamed Tributary to Burdens Creek by 2,450 linear feet of perennial streams and reduced the impacts to wetlands by 0.57 acres." (Section 3.16, Avoidance and Minimization)	NCTA should re-evaluate the location of this retaining wall integrated to other noise and pollution mitigating approaches such as limits on clearing set-backs, additional trees and vegetation along the roadway alignment. This could reduce the potential for noise and air pollution impacts on the child care facility and its occupants.	The Design Build Team will be required to consider this as part of an ongoing effort to minimize project costs.  *R39a
46	C-227	Page 4-15, (Related to Section 4.2.1, Land Use)	The draft EA mentions the adopted Durham Comprehensive Plan but does not address whether the	The project is consistent with both the Long Range Transportation Plans for Capital Area

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-379

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			<p>proposed action is consistent with the Future Land Use Plan (FLUP) of the Comprehensive Plan, and what impact, if any, the development of this project will have on the FLUP. We note that the Durham FLUP does not include or recognize the extension of the Durham Freeway as the Triangle Parkway. We also note that the Transportation element of the comprehensive plan identifies "reducing transportation demand" and "Transit, Bicycling, and Walking Alternatives" as critical issues, which are not adequately evaluated in the draft EA.</p>	<p>Metropolitan Planning Organization (CAMPO), the Durham Chapel-Hill Carrboro Metropolitan Planning Organization (DCHC MPO) Long Range Transportation Plan, and the local area land use plans, including the City of Durham and Durham County.</p> <p>In Chapter 6 of the EA, pages 6-4; 6-7; and 6-11 through 6-20, there are several discussions regarding the existing and future land use in relation to the construction of Triangle Parkway. Specifically included in the conclusion, Chapter 6.8, the EA states “By reducing congestion on existing roadways, Triangle Parkway could make undeveloped properties in RTP more appealing to potential businesses and could positively influence decisions existing businesses make regarding expansion of their existing services” and “Potential growth and land use changes from the project is anticipated to be limited because Triangle Parkway is a full control of access facility and the proposed service roads do not provide new access to vacant land on adjacent properties. In addition, RTP land use restrictions limit potential development to research-oriented business uses, which substantially influences the types of future development that would be allowed near the project.”</p> <p>Also, this project will reduce both vehicle miles</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
				of travel (VMT) and vehicle hours of travel (VHT). See Common Response <b>R5</b> .  <b>*R45</b>
47	C-228	Page 4-17, (Related to Section 4.2.4, Transportation Services.)	The draft EA does not recognize the significance of existing alternative transportation services, notably bus and vanpool programs that currently served many companies in RTP, including most significantly EPA and NIEHS. EPA has an extensive vanpool program, which currently includes almost half of all ITA regional vanpools. The EPA/NIEHS campus is also served by a TTA bus route, affording a direct connection the ITA regional transfer station within RTP. Both of these programs continue to grow with increase fuel prices and roadway congestion, and it is critical that impacts to these programs be minimized. The draft EA does not address the impact of increase vehicle loading on Hopson Road and Davis Drive due to the presence of the ramp interchanges, while ignoring existing roadway capacity and lane width constraints on Hopson Road which limit bus access. It is critical that the NCTA mitigate this situation and impacts which will effectively remove mass transit as an option for RTP employees, which is untenable to EPA, NIEHS, and other RTP employers.	Chapters 4 and 5 of the EA note the extensive Triangle Transit program in place regarding buses and vanpooling within RTP. The traffic forecasts prepared for the project included all vehicle types, including cars, buses, and trucks.  Section 3.3 of the EA provides information related to the traffic analysis performed for the project, including Hopson Road and Davis Drive. The traffic analysis was based on the traffic forecast derived from the Triangle Regional Model, which is a multi-modal traffic model.  <b>*R45</b>
48	C-228	Page 4-29, (Related to Section 4.6.4, Biotic Resources.)	This section of the draft EA does not recognize the presence and significance of the basic oak-hickory forest unique to Durham County found within and surrounding the Jenkins Road Diabase Dike Significant Natural Heritage Area, as it is not included in the list of vegetative communities identified. As such, the importance of this community and the impacts to it has not been adequately characterized in the draft EA.	This information is included in Chapters 4.6.8 and 5.5.8 of the EA, and notes the resources located in this area and the impacts of the proposed project.  <b>*RE</b>

C-380

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-381

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
49	C-228	Page 4-40, (Related to Section 4.6.8, Federal Species of Concern and State Status)	While the draft EA recognizes the presence of the Jenkins Road Diabase Dike Significant Natural Heritage Area, does not adequately address the proposed impacts to rare species present, and inadequate field investigation to determine the types and quantities of rare species present was performed. Certainly, the reported occurrence of a plant so rare that it is yet unnamed and undescribed in the literature, known only as <i>Marshallia species 1</i> , known from no more than three (3) sites in the world, warrants further detailed investigation and analysis, and, we believe, maximum protection. The rarity of this one species alone makes it a potential candidate species for protection under the Endangered Species Act, which the draft EA should have recommended. We note that staff from the local US Fish and Wildlife Service field office strongly advocates that this plant be protected. The reported occurrence of another rare species, <i>Liatris squarrulosa</i> , Earle's blazing star, is acknowledge, but the size and condition of the extant population has not been determined or quantified. In short, the draft EA appears to ignore the significance and purpose of the SNHA designation by the NC Natural Heritage Program, which is to identify this regionally significant site for permanent protection. The presence of this SNHA seems to have had zero influence on the determination of the preferred alternative, instead the draft EA proposes to obliterate 3.4 acres of the SNHA, without addressing the impact of this disturbance on that section of SNHA beyond the project limits. For all these reasons, we consider this element in the draft EA critically flawed.	Significant Natural Heritage Areas are considered as part of the alternative evaluation in accordance with the NEPA process, and efforts are made to avoid and minimize impacts to these resources. The level of analysis provided in the EA for the SNHA was developed in consultation with the US Fish and Wildlife Service and the NC Wildlife Resources Commission. Neither the USFWS nor the NCWRC requested additional investigations of the SNHA in their comment letters provided March 5, 2008 and March 24, 2008, respectively. SNHA have no regulatory protections under federal or state law.  <b>*RE</b> <b>*RF</b>
50	C-229	Page 5-1, "Human environment impacts	Notably absent from this section is the mention of air and noise impacts on the federal child care facility. That	<b>*R8</b> <b>*R11a through *R11c</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-382

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
		identified in the project area are primarily related to community issues, such as changes in access, to travel patterns and in noise levels. There would also be land disturbed for construction resulting in impacts to existing resources such as utilities, businesses, and existing roadways crossed by the project." (Section 5.1, Human Environment Impacts)	facility was built in compliance with setback requirements as related to the "future Cary-Durham parkway." The proposed parkway may present an air quality and noise impact on the federal child care center, and alignment of the roadway should make prevention of air pollution and noise exposure at the child care center a priority, given public health research into adverse effects of traffic-generated pollution on children's health and development.	*R11e *R24 *R26 *R30
51	C-229	Page 5-1, (Related to Section 5.1, Human Impacts)	The draft EA makes no mention of the Durham Greenhouse Gas Emissions Inventory and Local Action Plan adopted by Durham City and County in September 19, 2007 and adopted by the Transportation Advisory Committee of the DCHC MPO on October 10,2007. Specifically, the draft EA does not address whether the proposed action is consistent with the target for community greenhouse gas emissions to reduce emissions by 30% from 2005 levels by 2030. Community emissions include emissions from all residences, businesses, and industries in Durham County. It also includes all transportation emissions from vehicles traveling on roads in Durham County.	*R11f
52	C-229	Page 5-9, "Prior to construction, NCTA will ensure contractors	EPA and NIEHS are concerned with the Duke Power electrical transmission line and towers east of our campus which must be relocated, and the Duke Power site	The Design Build Team will be responsible for relocating the public water and sewer utilities impacted by construction. The owners of the

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-383

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
		coordinate with all appropriate service providers to minimize impacts to utilities and to ensure that service disruption, if needed, will be temporary and minimized as much as possible." (Section 5.1.10, Utilities)	electrical service to EPA facilities along the south end of abandoned Jenkins Road from Hopson Road. Regarding the transmission line our concern centers around where this critical infrastructure will be relocated, as the new clearing required for this relocation may exceed 5.5 acres, and NIEHS research has found that power line magnetic fields are a possible cause of cancer in homes near power lines. These are examples of potential direct impacts of this proposed action that have not been addressed in the draft EA. Regarding the electrical service along Jenkins Road, the disruption and relocation of this service has critical security implications to EPA and NIEHS campus operations, again which have not been addressed by the draft EA. We also are well aware that the actual relocation of these utilities is not within the direct authority, scope, or control of the NCTA or any of its design-build contractors or consultants, which magnifies the coordination challenges and potential adverse impacts. EPA and NIEHS need a commitment that the relocation of these critical utility services will be closely coordinated with us and that these relocations will be accomplished transparent to EPA/NIEHS campus operations. We also note that the EPA/NIEHS campus is served by several of the other utilities listed; however, the nature of potential impact to these utilities and our campus we do not yet know. We are concerned that until NCTA fully describes the precise extent of all necessary utility relocations affecting our campus, we cannot be proactive to protect our interests and that of the public we serve.	private utility companies will be responsible for relocating their utilities, such as Duke Power, in coordination with the Design Build Team. Currently, the towers east of the RTP campus are not proposed to be relocated on USEPA property. The Design Build Team will be required to coordinate the project with all property owners during construction, including USEPA and NIEHS.  *R37 *R41
53	C-230	Pages 5-9 through 5-10, "Although not based in RTP, there are several	We believe the draft EA fails to recognize the limiting affect that the existing Hopson Road corridor has on all modes of transportation, including regional and local bus	*R4 *R5 *R31

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-384

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
		types of transportation services that serve the project area that would experience a benefit from Triangle Parkway as an additional route through RTP." and "In addition to the safety aspects of the new road, transportation safety would likely improve since Triangle Parkway would remove traffic from the existing roads." (Section 5.1.11, Public Transportation and Transit)	service, and, more critically, how this situation will be dramatically worsened with the congestion loading attendant with the Hopson Road and Davis Drive interchanges. Further, the second statement above ignores the fact that the any traffic shift from existing roads will be more than offset by the increases in roadway system capacity due to the Triangle Parkway, and the latent increase in trip generation due to the secondary effects on land use due to the same.	*R32 *R36
54	C-230	Pages 5-10 through 11, (Related to Section 5.1.12, Access Changes)	The draft EA limits the discussion of access changes to motor vehicles only, without addressing non-motorized transportation, specifically bicycling and walking; which are likely to be significantly impacted, both during and post construction. One example of construction phase impact is with the temporary NC-54 bridge - unless the existing RTP jogging trail, which is heavily used by bicycle commuters and occupies the existing bridge shoulder, is also rerouted, this vital connection will be severed. One example of longer term impact is the motor vehicle loading of Hopson Road which makes sharing this facility with bicycles significantly less safe. These and other impacts should be addressed. We also note that the draft EA depicts the elimination of one of the existing driveway	During construction, the NC 54 detour will accommodate pedestrian and bicycle traffic as much as practicable and safely allowed. Post construction, pedestrian, and bicycle accommodations are included in the project on the new NC 54 bridge.  The Design Build Team will be required to coordinate with all adjacent property owners during construction, including USEPA and NIEHS.  The project includes widening sections of Hopson Road to include 14-foot outside lanes,

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-385

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			entrances to the JDL-RTP site located immediately east of the existing EPA/NIEHS Hopson Road entrance. We are concerned with the potential impact that the redesign of the entrance(s) to this adjacent site will have on the EPA/NIEHS site entrance, including modifications that may carry beyond the public right-of-way into the federal site. We also note that the draft EA does not mention other specific access changes to the EPA/NIEHS campus. e.g., what will occur at our currently signalized entrance on T.W. Alexander Drive. We are concerned that the warrant conditions for the existing signal may change after the spur is closed, and the dual southbound left turn lanes may not remain, which will impact our site access. While we understand that the operation of this intersection is within the jurisdiction of the NCDOT, not NCTA, the ultimate disposition of this intersection will impact the EPA/NIEHS campus. It is critical that EPA and NIEHS be directly involved in all design discussions and decisions relating to both of our site entrances.	<p>which would provide additional width for bicycles. A right-in/right-out driveway access is proposed at the JDL-RTP site, which will be designed in detail by the Design Build Team.</p> <p>There are currently no plans to alter the existing signalized entrance to your facility on T.W. Alexander Drive as part of this project. The NCDOT Division 5 Office would be responsible for any future modifications or requests regarding the access to T.W. Alexander Drive.</p> <p><b>*R34</b> <b>*R44a</b></p>
55	C-231	Page 5-11, "The NCTA in coordination with NCDOT determined that the current un-signalized full movement EPA/NIEHS entrance on Hopson Road would remain a full movement intersection after completion of the project. In addition, the NCTA will design and	Rather than leaving this commitment open-ended, NCTA should coordinate with NCDOT to schedule an evaluation of the intersection upon EPA/NIEHS request or within the first year of Parkway operation to see if signalization is warranted.	<b>*R34</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-386

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
		install a traffic signal at this location when it meets the NCOOT traffic signal warrants as outlined in the <u>Manual of Uniform Traffic Control Devices</u> (MUTCD)." (Section 5.1.12 Access Changes)		
56	C-231	Page 5-16, "The acquisition of property in order to provide buffer zones to minimize noise impacts is not considered to be a feasible noise mitigation measure for this project" and "The use of vegetation for noise mitigation is not considered reasonable for this project, due to the substantial amount of right-of-way necessary to make vegetative barriers effective." (Section 5.1.13 Noise, Subsection: Other [Noise] Mitigation Measures Considered)	The draft EA summarily dismisses the use of vegetation for noise mitigation due to right-of-way acquisition issues; however, had an alternative alignment been considered further to the east than the reserved corridor east of the EPA/NIEHS campus and specifically the FEELC day care facility, and/or had a narrower typical cross section been considered near the FEELC, we believe that sufficient forested land would have been present to mitigate potential noise from the proposed action.	The widths of the paved shoulder (interior and exterior) and travel lanes proposed is appropriate and standard for this freeway facility and is in accordance with the NCDOT Paved Shoulder Policy as included in the <u>NCDOT Roadway Design Manual</u> . The roadway width includes the proper number of lanes to accommodate opening year and design year traffic volumes. In addition, the median width provides an opportunity to add additional capacity, if needed, which reduces the likelihood for additional impacts in the future. The median width and right-of-way width proposed are in accordance with the FHWA and NCDOT policies and design criteria.  *R27 *R39a

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-387

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
57	C-231		The draft EA summarily dismisses the use of vegetation for noise mitigation due to right-of-way acquisition issues; however, there are sections of the preferred alignment, specifically east of the EPA/NIEHS campus, where the existing Duke Power transmission easement, once abandoned, appears to be left un-forested within the proposed right-of-way. We believe that at this location there is an opportunity for NCTA to reduce noise impacts by re-foresting the right-of-way to the maximum extent possible to enhance existing forested vegetation beyond the right-of-way. Similar opportunities are likely to exist all along the right-of-way beyond the actual clearing limit(s). While the total noise mitigation desired may not be achievable within the right-of-way, some attenuation will occur, ultimately reducing off-site impacts. We request that NCTA include reforestation of all existing cleared areas within, and beyond, the right-of-way up to the existing tree line.	NCTA has provided a commitment in the FONSI requiring Design Build Team to incorporate measures to minimize the removal of trees along the entire length of the project. Landscaping within the right-of-way for the project is included in the RFP; however, landscaping and/or reforestation areas that are not within the project right-of-way are independent of this project and at the discretion of the individual property owners and easement holders.
58	C-232		The draft EA summarily dismisses the use of vegetation for noise mitigation due to right-of-way acquisition issues; however, it does not appear that the draft EA considers the use of vegetation in combination with other noise abatement measures, specifically noise barriers. We believe that the integration of appropriate landscaping within the proposed action may have a substantial positive benefit to noise abatement. Example measures may include median vegetation and vegetation along both sides' noise barriers. We request that NCTA commit to incorporating vegetation to the maximum extent possible to reduce traffic noise levels and impacts along the EPA/NIEHS campus boundary.	NCTA has provided a commitment in the FONSI requiring Design Build Team to incorporate measures to minimize the removal of trees along the entire length of the project.  Landscaping within the right-of-way for the project is included in the RFP; however, landscaping and/or reforestation areas that are not within the project right-of-way are independent of this project and at the discretion of the individual property owners and easement holders.  <b>*R30</b>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-388

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
59	C-232	Page 5-18, "Based on the <u>NCDOT Traffic Noise Abatement Policy</u> , the noise wall appears to be reasonable and feasible and, therefore, preliminarily recommended for construction." (Section 5.1.13 Noise, Subsection: Noise Mitigation Analysis for Noise Barrier E, by the FEELC)	The potential reduction of airborne pollutant exposure at the FEELC day care facility is an additional benefit not addressed in the standard evaluation criteria. Current science indicates that installing a noise wall in combination with strict protection of the existing tree canopy (as near as possible to the roadway) provides air quality benefits. The noise wall should be a commitment of the project, not an option.	*R39a *R9 *R30
60	C-232		Based upon the oral presentation given and Preferred Alternate map documents displayed by NCTA at the Public Hearing on 25 March 2008, it appears that significant design decisions have been made regarding the nature, extent, and location of the proposed noise barrier east of the EPA/NIEHS FEELC day care facility; however, these decisions are not reflected in the published draft EA. Accordingly, the public, including EPA, NIEHS and FEELC as interested parties, are unable to provide meaningful comment, knowing that the draft EA may no longer reflect the proposed actions. We ask NCTA to commit to designing and constructing the noise barrier already determined to be "reasonable and feasible". The draft EA provides no basis for revisiting this determination during final design, and the opportunity to eliminate this barrier from consideration should be	A noise barrier will be constructed to minimize noise impacts to the FEELC childcare facility. NCTA has no plans to monitor the noise levels following construction and such monitoring is not required by FHWA or NCDOT regulations and is not standard practice. The noise barrier is designed to mitigate traffic noise impacts in the design year (2030), not the opening year (2010).  *R30

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			eliminated. We also ask that NCTA design the noise barrier to provide maximum noise reduction reasonably possible (not simply the minimum level of noise abatement required by NCDOT policy), and to commit to testing the effectiveness of the designed noise reduction after roadway opening and making necessary improvements to achieve design goals if they are not realized.	
61	C-232	Page 5-18, (Related to Section 5.1.13 Noise, Subsection: Construction Noise)	It does not appear that the potential impact of blasting and other vibration causing activities is addressed in this subsection or any other part of Section 5, Environmental Consequences. While Section 3 (e.g., page 3-13) discusses blasting in terms of coordination with the NCTA contractor and property owners during construction, and also mentions a pre-construction vibration study, no specifics are provided as to how blasting activities will be controlled to minimize potential impacts. We note that our request to NCTA to include requirements in the Triangle Parkway Design-Build contract including vibration monitoring be deployed during construction to monitor and document blasting activities, and requesting close coordination with and advance notice to EPA/NIEHS of all blasting operations, was not addressed in the draft EA. EPA and NIEHS again request the NCTA commit to include specific, measurable and enforceable requirements in the Triangle Parkway Design-Build contract proposed to implement this action. We also request that NCTA address how the activities of contractors not under NCTA control (e.g., utility relocation work by others) will be controlled and managed to the same level as that work performed under direct NCTA supervision. (At a minimum, incorporate proposed	<p>NCTA has committed to coordinate with adjacent property owners regarding blasting. A stringent provision is included in the final Design Build RFP for blasting controls and monitoring impacts from blasting. The NCTA is also preparing a vibration study for the project area.</p> <p>The NCTA will have a full-time quality control inspection team on the project site during construction to ensure the contract commitments are implemented.</p>

C-389

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			blasting contract language provided via letter dated August 13, 2007 and establish prior blasting notification/coordination with the EPA & NIEHS during construction).	
62	C-233	Page 5-31, (Section 5.3, Construction) "To minimize these temporary impacts, NCTA will follow the NCDOT standards and specifications to ensure that these impacts are minimized."	<p>The draft EA only superficially addresses "typical types of negative impacts from construction" without indicating what specific measures will be taken to minimize these impacts to the EPA/NIEHS campus and the sensitive human populations thereon. EPA and NIEHS ask that the following specific requirements be included in the scope of work for the Triangle Parkway Design-Build contract, as well as the NCDOT standards referenced, whichever is more restrictive, for all work adjacent to the federal site:</p> <ul style="list-style-type: none"> <li>a. strict clearing limits definition and tree protection to prevent all incursions into vegetation to remain beyond the approved construction limits;</li> <li>b. no idling, staging, or refueling of mobile construction equipment within the limits of the proposed noise barrier;</li> <li>c. advance coordination and warning to EPA and NIEHS of all blasting operations;</li> <li>d. confinement of contractor staging areas and haul routes to the permanent work limits;</li> <li>e. no on-site burning of demolition or construction wastes;</li> <li>f. the use of only low-sulfur diesel fuel and diesel engines equipped with EPA-verified diesel retrofit technologies and advanced pollution control devices</li> </ul>	<p>NCTA has committed to minimize clearing of trees and vegetation throughout the project area as much as possible.</p> <p>The Design Build Team will not be allowed to maintain their construction staging areas adjacent to the FEELC childcare facility.</p> <p>NCTA has committed to coordinate with adjacent property owners regarding blasting. A stringent provision is included in the final Design Build RFP for blasting controls and monitoring impacts from blasting.</p> <p>Open burning will not be allowed for this project.</p> <p>The Design Build Team will be required to take whatever measures are necessary to minimize soil erosion and siltation, water pollution, and air pollution caused by their operations. The Design Build Team will also be required to comply with the applicable regulations of all legally constituted authorities relating to pollution prevention and control. The Design Build Team will be required to stay fully informed of all such regulations that in any way affect the conduct of the work, and will be</p>

C-390

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-391

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			<p>including particulate filter traps on all mobile construction equipment and vehicles; and</p> <p>g. stringent dust suppression during all phases of construction</p>	<p>required to at all times observe and comply with all such regulations. In the event of conflict between such regulations and the requirements of the specifications, the more restrictive requirements will apply.</p> <p>The Design Build Team will be required to control dust throughout the construction of the project within the project area and at all other areas affected by the construction of the project, including, but not specifically limited to, unpaved secondary roads, haul roads, access roads, disposal sites, borrow and material sources, and production sites. Dust control will not be considered effective where the amount of dust creates a potential or actual unsafe condition, public nuisance, or condition endangering the value, utility, or appearance of any property.</p> <p>The NCTA will commit to providing the Design Build Team any information that USEPA can offer specific to the following issues: 1) availability of low sulfur fuel for construction equipment and information on cost differential, 2) Information on the latest air pollution control devices on construction equipment and whether all equipment needs to be new or be retrofitted, 3) A suggested reasonable amount of time for equipment to idle versus the effect of equipment restarts, and 4) Examples of other forms of dust control</p>

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-392

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
				that have been used successfully on large construction projects (e.g., foam).  If USEPA has information on these topics and successful applications, NCTA will commit to discussing and encouraging their use with the Design Build Team. However, the NCTA is not requiring the Design Build Team to use low-sulfur diesel fuel or retrofit diesel engines.  <b>*R39a</b>
63	C-233		In order to ensure that the above-noted requirements are effectively enforced, EPA and NIEHS request that NCTA designate a construction manager with specific quality assurance and oversight responsibility over the design-build contractor. We also ask that the design-build contract include significant penalties to deter contractor violation of these provisions.	The NCTA will have a full-time quality control inspection team on the project site during construction. In addition, the final Design Build RFP does include penalties for nonperformance.
64	C-234	Page 5-37, (Related to Section 5.5.8, Federal Species of Concern and State Listed Species)	As also noted above, the draft EA does not address the presence of <i>Marshallia species</i> and other potentially rare species which may be present within the proposed right-of-way on and adjacent to the SNHA. The draft EA does not indicate that the proposed impact of 3.4 acres of the Jenkins Road Diabase Dike SNHA is unavoidable or that the impact described has been minimized in any way. This section neglects to address the permit required by Durham County ordinance for impacts to this SNHA, despite this requirement being acknowledged in Section 6.5.7 of the draft EA. Given that the significantly rare plant community, upon which the SNHA designation is based, is directly related to the underlying soils and bedrock it is critical to the integrity of the biotic	Significant Natural Heritage Areas are considered as part of the NEPA process, and efforts are made to avoid and minimize impacts to these resources. The level of analysis provided in the EA for the SNHA was developed in consultation with the US Fish and Wildlife Service and the NC Wildlife Resources Commission. Neither the USFWS nor the NCWRC requested additional investigations of the SNHA in their comment letters provided March 5, 2008 and March 24, 2008, respectively.  According to the North Carolina Natural

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-393

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			community that this area be protect to the maximum extent possible, consistent with the goals of SNHA designation. We believe that the presence of a SNHA within the proposed right-of-way warrants significantly more study and assessment than the "ten man-hours of search time" noted expended to identify rare plants on page 5-37.	Heritage Program, Significant Natural Heritage Area (SNHA) has no state or Federal protection, however, Durham County has an ordinance in place that requires a permit for impacts to SNHAs, which offers some protection through coordination. The State of North Carolina is not subject to county or municipal permits; therefore, a permit will not be required for the SNHA.  <b>*RE</b>
65	C-234	Page 6-11, (Section 6.4, "Inventory of Notable Features,"6.4.5 Other Human, Cultural, and Social Resources) "Two daycares are located in the study area ... the First Environments Early Learning Center facility located on the EPA/NIEHS campus just west of the project between Hopson Road and I-40.	this states that the two daycare facilities are the only notable "social" resources but does not state what is notable about them (sensitive, young populations near the property boundary), nor what their presence implies in the way of action.	The two daycare facilities in the study area are (1) the FEELC childcare facility and (2) the RTI Parent's Childcare Cooperative Organization. These facilities were identified as notable features in the project area since they are community-based and can, in many instances, be identified as sensitive receptors for noise, air quality, and other potential site-specific impacts.  The FEELC childcare facility is located on Federal property, which was avoided in relation to right-of-way acquisition, and the RTI Parent's Childcare Cooperative Organization is located near the NC 147/Cornwallis Road interchange. Although there is a noise impact to the RTI childcare facility, it does not meet the requirements for a noise barrier in accordance with the <u>NCDOT Traffic Noise Abatement Policy</u> .

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

C-394

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
66	C-234	Page 8-1 (Section 8.1, Human Environment Impact Summary"), "Based on the <u>NCDOT's Highway Traffic Noise Analysis and Abatement Policy</u> a noise wall was determined to be cost-effective at one impacted location; the NCTA has preliminarily determined a noise wall at the FEELC is reasonable and feasible."	While this preliminary finding is encouraging, EPA and NIEHS strongly urge the NCTA to require the installation of a noise barrier constructed as close as possible to existing stands of trees at the limits of clearing. The combination of a noise wall and mature trees is the recommended best practice for limiting both noise and air pollution exposure to adjacent humans.	<b>*R30</b> <b>*R39a</b>
67	C-234	Figures A-1 through A-6, (Maps of the Preferred Alternative)	The maps presented in the draft EA, Attachment A, are based on air photos which are outdated and thus inaccurate and misleading. Specifically, on the EPA/NIEHS federal site depicted in figures A-3 and A-4, the existing First Environments Early Learning Center, constructed between 2003 and 2005, is not shown. This means that the air photo used for the figures base is at least 5 years old. As a result of this oversight, it is believed that the true representation of the proposed proximity of the toll road to the existing day care facility cannot be readily determined by the public. Further, roadway improvements within the study area have been completed that are not depicted, to include the extension of Louis Stephens Drive north to Hopson Road and the realignment of Hopson Road at this same intersection. These inaccuracies render the draft EA ineffective at	Comment noted. The revised maps are included in the FONSI. The FEELC childcare facility is shown and labeled on Figures 2-3 and 2-4.  The Hearing Map was revised prior to the Public Hearing to include the findings of the Final Design Noise Report recommending the construction of the noise barrier at the FEELC childcare facility.  The on-line version of the Hearing Map has also been updated.

\* See Common Response Index – Appendix C; pages C-278 through C-290

**Table C-2: Comments and Responses**  
**Research Triangle Park Campus - US Environmental Protection Agency (USEPA)**  
**and National Institute of Environmental Health Sciences (NIEHS)**  
 April 7, 2008 Comments on the Federal Environmental Assessment for U-4763B  
 Finding of No Significant Impact – Appendix C  
 Triangle Parkway

COMMENT NO.	APPENDIX C PAGE NO.	EA CHAPTER	COMMENT	RESPONSE
			<p>serving its intended purpose under the National Environmental Policy Act of 1969, as amended. Also, we note that the Preferred Alternate Maps displayed by NCTA at the Public Hearing on 25 March 2008, as well as the Public Hearing Map Sheet 2 of 3 available only on-line since the draft EA was published (yet dated February 2(08) is different from the draft EA document, creating further confusion, uncertainty, and unreliability.</p>	

C-395