



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

The public 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 document 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

The document and hearing map may also be viewed online at
http://www.ncturnpike.org/projects/Triangle_Parkway/

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

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.

The 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 the display for more detailed information.

Right of Way: 300 feet

Access Control: Full Control of Access

Relocates: Residences: 2 Businesses: 0

Estimated Cost: Right of Way Cost: \$ 26,000,000
(in 2007 Dollars) Utilities Cost: \$ 5,200,000
Construction Cost: \$ 133,300,000
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 NC TURNPIKE AUTHORITY TABLE AT THE PRE-HEARING OPEN HOUSE.

COMMENT SHEET

Triangle Parkway
from NC 540 to I-40

Combined Corridor/Design Public Hearing – March 25, 2008

STIP Project No. U-4763B Wake and Durham Counties

WBS No. 39942.1.TA1

NAME:

ADDRESS:

COMMENTS AND/OR QUESTIONS:

Comments are requested by April 8, 2008:

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