

**Falls of Neuse Road Realignment and Widening
Wake County**

Federal Aid Project No. STPDA-0520(25)
WBS Element No. 39949.1.1
TIP Project No. U-4901

ADMINISTRATIVE ACTION

FINDING OF NO SIGNIFICANT IMPACT

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
AND
THE CITY OF RALEIGH**

**Documentation Prepared By:
URS CORPORATION – NORTH CAROLINA**

May 2009



FINAL



Submitted Pursuant to the National Environmental Policy Act 42 U.S.C. 4332(2)(c)

5/14/09
Date of Approval

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Date of Approval

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Date of Approval

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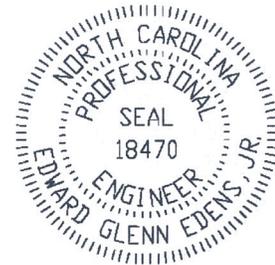
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May 2009



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**For the:
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PROJECT ENVIRONMENTAL COMMITMENTS

Falls of Neuse Road (SR 2000) Realignment and Widening

City of Raleigh, Wake County, North Carolina

Federal Aid Project No. STPDA-0520(25)

WBS Element No. 39949.1.1

TIP Project No. U-4901

In addition to the Section 404 Conditions, Regional Conditions, State Consistency, City of Raleigh (City) controls for protecting surface water resources, North Carolina Department of Transportation's (NCDOT) Best Management Practices for the Protection of Surface Waters (March 1997), General Certification Conditions, and Section 401 Conditions of Certification, the City of Raleigh has agreed to the following special commitments.

- 1. The City of Raleigh will consider special construction techniques including those specified in North Carolina regulations entitled "Design Standards in Sensitive Watersheds" (15A NCAC 04B.0124) throughout design and construction of the project. This would apply for any area that drains to streams having CA classifications.*
- 2. The City of Raleigh will continue coordination with Mount Pleasant Baptist Church with regards to access issues. Mitigative measures to the church property will be investigated with NCDOT further to include placing guard rail in front of the church*
- 3. The City of Raleigh's contractor will contact appropriate officials at United States Army Corps of Engineers (USACE) Falls Dam Operation Center to monitor the daily release of water from the facility during construction phases.*
- 4. The City of Raleigh will work with USACE to acquire any necessary right-of-way easements to cross public lands at Falls Lake. Additionally, the City will work with USACE on the placement of the parking lot, gate, lighting, and kiosk. The City will also continue coordination with regards to intersection movements into the Falls Lake Management Center entrance.*
- 5. The City of Raleigh will further assess the affected properties for hazardous materials and make right-of-way recommendations accordingly. Should hazardous substance sites be discovered, measures to minimize and/or mitigate potential impacts would be implemented.*

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1.0 TYPE OF ACTION

This is a Federal Highway Administration (FHWA) administrative action, Finding of No Significant Impact (FONSI).

The North Carolina Department of Transportation (NCDOT) and the FHWA have determined that this project will not have any significant impact on the human environment. This FONSI is based on the September 26, 2008 Environmental Assessment (EA), which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

2.0 ADDITIONAL INFORMATION

The following persons can be contacted for additional information concerning this proposal and assessment:

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3.0 DESCRIPTION OF THE PROPOSED ACTION

The proposed action is designated in the 2009-2015 NCDOT State Transportation Improvement Program (STIP) as STIP project number U-4901 and is described as "SR 2000 (Falls of Neuse Road) widen to multilanes and realignment from Raven Ridge Road to Neuse River including new structure over Neuse River". The goal of this study is to identify solutions to create a new

north-south connection over the Neuse River and improve the efficiency of the local and regional area roadway networks while considering local human, natural and physical environments.

The project is located in northern Wake County, North Carolina, immediately east of Falls Lake and south of the Town of Wake Forest (Figure 1). The project study area, shown in Figure 2, encompasses existing Falls of Neuse Road beginning slightly south of the intersection at Raven Ridge Road, extending just north of the Neuse River and includes both extraterritorial jurisdiction (ETJ) areas of the City of Raleigh and unincorporated areas of Wake County.

The primary purposes of the proposed project (TIP U-4901) are:

- **Improve north/south connectivity and local and regional access on project study area roadways in North Raleigh and northern Wake County.**

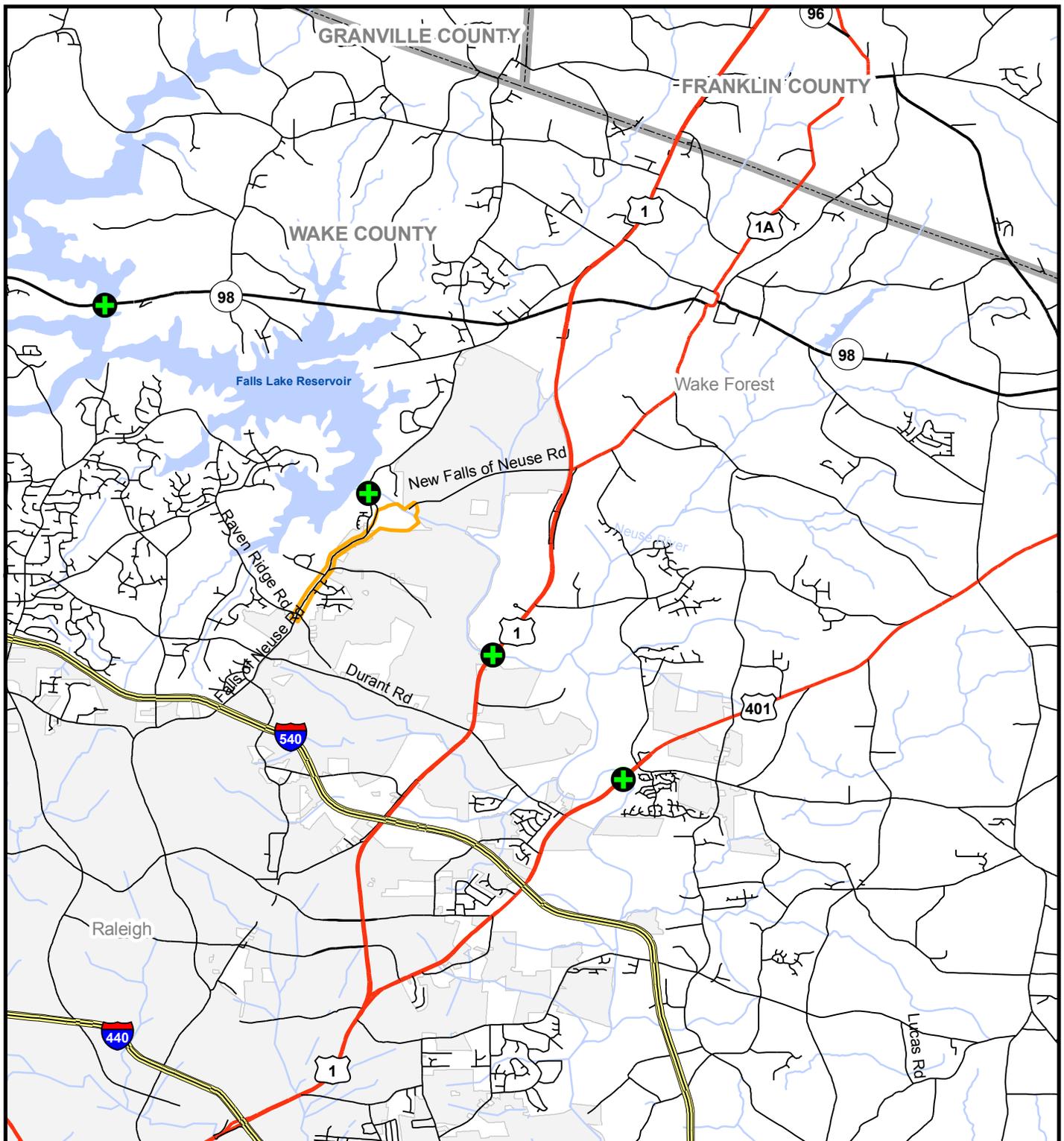
Needs Addressed: The City of Raleigh, Town of Wake Forest, and Wake County as a whole, experienced unprecedented levels of growth over the past 30 years. Much of this growth occurred and is still occurring in North Raleigh and areas north of the City extending along existing Falls of Neuse Road to the Town of Wake Forest. The existing road network, including north-south crossings of the Neuse River, does not support associated increases in traffic volumes and changing travel patterns.

- **Increase traffic capacity on congested roadway segments.**

Needs Addressed: The traffic capacity studies discussed in Section 2.4 show that in the project study area, 2 of 3 existing signalized intersections are operating at LOS E or worse in either the AM or PM peak hour for the current year (2007). In addition, all 3 signalized intersections will operate at LOS F in both the AM and PM peak hours for the design year (2035) without the proposed project in place.

Results of the adjacent system (see Section 2.5.1.2, page 19 of the EA) level of service analysis show that in the current year (2007) all multilane segments and ramp junctions operate at LOS D or better; however, 6 of 8 signalized intersections and the only unsignalized intersection are operating at LOS E or worse in either the AM or PM peak hour. In the design year (2035), the results of the analysis show that 5 of 8 signalized intersections, 6 of 12 basic freeway segments, and 6 of 16 ramp junctions will operate at LOS E or worse in either the AM or PM peak hour.

The City of Raleigh recognizes the need for an improved travel corridor and additional crossing of the Neuse River to serve citizens who live and travel in the northern part of the City, unincorporated areas of Wake County and the Town of Wake Forest. SR 2000 (Falls of Neuse Road) is a primary means of access to established communities and new development, as well as, local park and recreational destinations including Falls Lake and the Neuse River. The Build Alternative presented in this FONSI is being pursued to enhance local and regional connectivity by providing an additional crossing of the Neuse River and improving traffic capacity throughout the travel corridor.



City of Raleigh
North Carolina



**Falls of Neuse Road
Realignment and Widening
Wake County**

STIP Project No. U-4901
Date: January 2009

Legend

-  Project Study Area
-  Interstate
-  US Route
-  NC Highway
-  Local Road
-  County Boundary
-  Neuse River Crossings

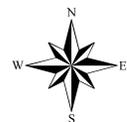
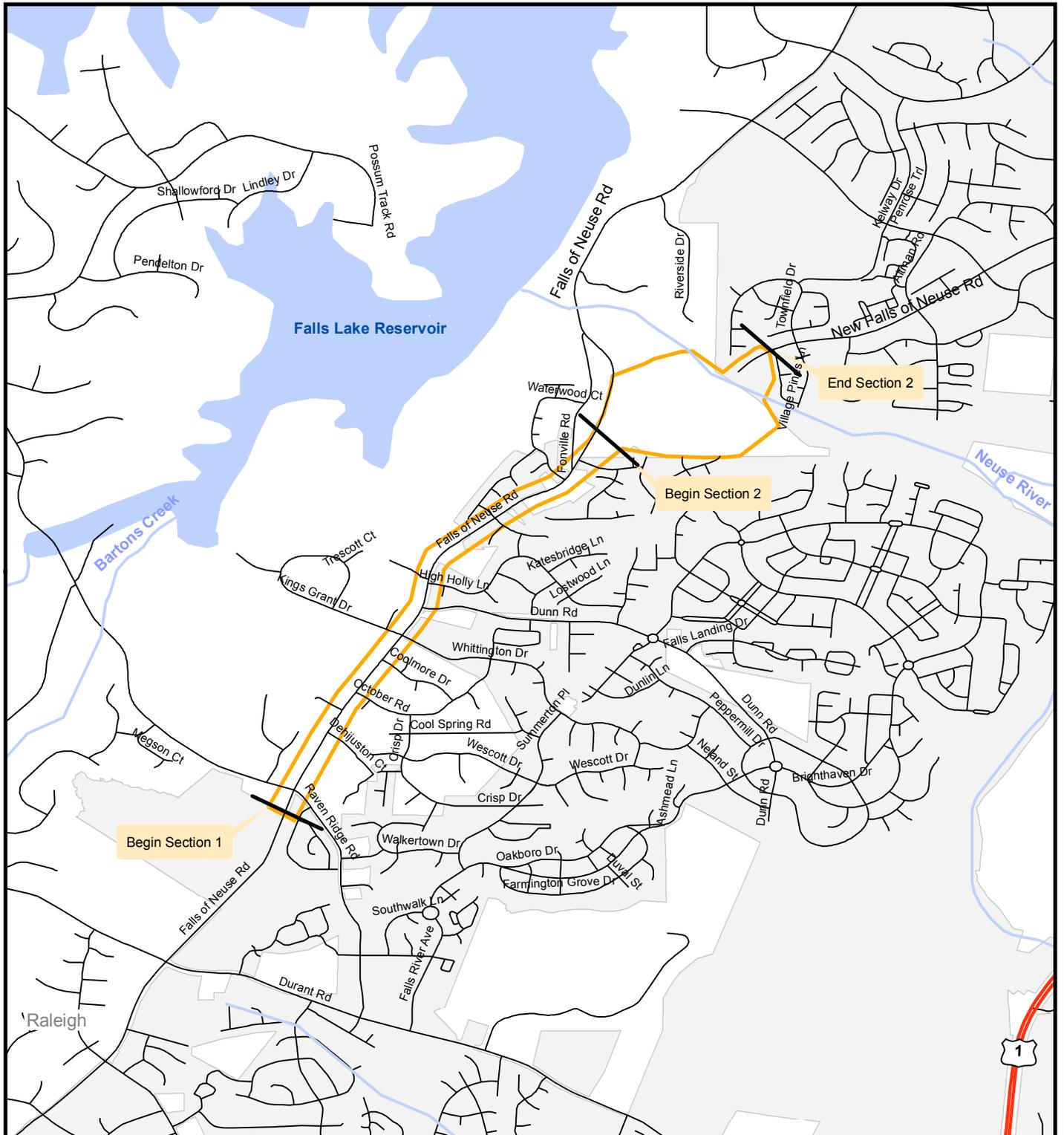


Figure 1

Project Location Map



**City of Raleigh
North Carolina**



**Falls of Neuse Road
Realignment and Widening
Wake County**

STIP Project No. U-4901
Date: January 2009

Legend

-  Project Study Area
-  Local Road
-  Streams
-  Falls Lake Reservoir
-  Municipal Boundary

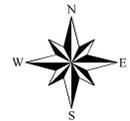


Figure 2

Project Study Area

4.0 ALTERNATIVES STUDIED IN THE ENVIRONMENTAL ASSESSMENT

A full range of alternatives including the No-Build Alternative, Transportation System Management (TSM) Alternative, Mass Transit Alternative, and four Build Alternatives were presented and evaluated in the EA. In addition, alternatives (or options) for the new structure crossing over the Neuse River were also presented. Four build alternatives and three Neuse River Structure options were carried forward for further study and are described below.

4.1 BUILD ALTERNATIVES

A description of the four Build Alternatives follows.

Alternative 1 is a 6-lane divided roadway with a raised landscaped median. Full movement intersections (conventional intersections that allow all turning movements) would be provided at October Road, Dunn Road, Lake Villa Way/Tabriz Point and existing Falls of Neuse Road. The remaining intersections would be restricted to right-in/right-out operation (eliminating left and through turning movements from the cross streets).

Alternative 2 is a variation of Alternative 1 with the difference being that directional median crossings (islands that allow left turn vehicles from the major roadway) would be constructed for vehicles turning from Falls of Neuse Road onto Dehijuston Road, Kings Grant Drive/Whittington Road and Waterwood Court. Providing left turn movements from Falls of Neuse Road would improve access to these areas by providing a sheltered left turn movement in the center island. In this type of access known as a “left-over”, the turning traffic only needs to cross one opposing direction of traffic. The flow of traffic is improved over Alternative 1 with additional direct connections to side roads being provided.

Alternative 3 provides the highest level of traffic flow improvement of the four Build Alternatives by redirecting all side street traffic to turn right and utilize u-turns provided along Falls of Neuse Road. Eliminating left turns from full movement intersections improves safety by allowing vehicles to turn right into safe acceptable gaps in one direction of traffic and then get into a sheltered median island and perform a u-turn into an appropriate safe gap in the opposite direction of traffic. This eliminates the necessity for a driver to accurately identify a safe gap in two opposing directions of traffic on a multilane roadway. The signal at Dunn Road would be modified to provide protected left turns onto Dunn Road from southbound Falls of Neuse Road and timing coordinated with an additional signal for a u-turn north of the intersection. Left-over access would be provided at Dehijuston Road and October Road.

Alternative 4 was developed based on citizen input and regulatory agency feedback requesting an alternative that considered the need for direct access into the neighborhoods along Falls of Neuse Road and that would still provide a safe roadway to meet the predicted traffic volumes in the future. The alternative added as Alternative 4 utilizes a part of Alternative 2 and combines it with the desirable traffic operations aspects of Alternative 3. Alternative 4 provides full movement intersections at October Road, Dunn Road, and Lake Villa/Tabriz Pointe. The intersection of existing Falls of Neuse would be restricted as in Alternative 3 to left-over operation with u-turn accommodations. Left-over movements would be provided at Dehijuston Road and Kings Grant Drive/Whittington Road. Alternative 4 includes the option of placing a new left-over movement at Waterwood Court. A new traffic signal would be constructed at the

existing Falls of Neuse Road intersection along with upgrades to the existing signals at Raven Ridge Road and Dunn Road.

4.2 STRUCTURE CROSSING OF THE NEUSE RIVER

An analysis was completed for the new structure crossing that considered the economics of different bridge cross sections, span arrangements, and construction materials, as well as, spanning waterways and the proposed Upper Neuse Greenway. Impacts were quantified for natural resources and aesthetic consideration given with respect to the views from the planned Upper Neuse Greenway, located on the south bank of the River, and general everyday users of the Neuse River. Three bridge options were studied.

Option 1 consists of three spans, 112-foot, 112-foot, and 100-foot, for a total length of 324 feet. One set of interior bents would be in the river, while the second set would be constructed on the northern river bank. The bents and end bents would be constructed on an 84-degree skew.

Option 2 consists of five spans, 45-foot, 67-foot, 78-foot, 67-foot and 67-foot, for a total length of 324 feet. Two sets of bents would be in the water and two sets on the bank. The bents and end bents would be constructed on an 84-degree skew.

Option 3 consists of three spans, 70-foot, 166-foot, and 100-foot, for a total length of 336 feet. No substructure elements are in the water. The bents and end bents would be constructed on a 77-degree skew. The construction of this option is based on using structural steel plate girders which would enable moving the bents out of the water.

5.0 RECOMMENDED ALTERNATIVE

The following Recommended Improvements for the Falls of Neuse Road Realignment and Widening project are recommendations based on data collected, public input and studies completed at the time this document was published. Changes to preliminary designs (both roadway and structures) are subject to change in the final design to ensure compliance with local, State, and Federal regulations and permits.

Alternative 4 begins approximately 500 feet south of the existing Falls of Neuse Road/Raven Ridge Road intersection and proceeds north along the existing roadway until approximately Waterwood Court. The new alignment then leaves the existing alignment of Falls of Neuse Road, makes a slight eastward turn and proceeds north bound on new location crossing the Neuse River and connecting with New Falls of Neuse Road in the Wakefield development. The length of the widening section on existing location is approximately 1.46 miles. The new location section is approximately 0.78 miles including the new bridge structure over the Neuse River.

The widening section would be comprised of a mix of symmetrical and asymmetrical widening to balance and minimize property impacts to the greatest extent possible. The land uses adjacent to existing Falls of Neuse Road are primarily residential consisting of individual homes and neighborhoods. Existing intersecting streets would be re-connected to the widened Falls of Neuse Road and with appropriate vertical grade adjustments. Dunn Road would be widened to accommodate additional turn lanes onto southbound Falls of Neuse Road at the existing traffic signal to improve intersection capacity. Individual driveways would be re-connected to the widened roadway utilizing NCDOT standards. In the area of the realignment and new location, several roads would be terminated with cul-de-sacs and not be reconnected to the new location section. Existing Falls of Neuse Road would be realigned to form a new 4-leg intersection on the

new location section with the extension of Wide River Drive. The Recommended Alternative for the proposed project is shown on Figures 3 a and b.

The general typical section of the project, shown in Figure 4, would consist of a six lane, raised median divided roadway with curb and gutter. The standard median width varies from 17.5 feet to 21.5 feet. The median would also have curb and gutter treatment with NCDOT standard 1-foot/6 inch curb and gutter on each side. The median would be narrowed in sections to facilitate turn lanes. In several narrow sections the median would be reduced to concrete islands to separate turning traffic.

Lane widths for the cross section would consist of two inner 11-foot travel lanes and a 13-foot wide outside travel lane to accommodate bicycle traffic. The project cross section would also include a 5-foot concrete sidewalk on the west side of the roadway and an 8-foot asphalt sidewalk on the east side. Appropriate ADA-accessible wheel chair ramps and cross walks would be provided at intersections and street radius returns.

Bridge Option 1 was modified to accommodate the design revision and consists of three span, dual structures with spans of approximately 125 feet, 115 feet, and 105 feet. The width of each structure is 47.5 feet. One interior bent is located in the Neuse River and the other interior bent located on the bank north of the river. The bridges consist of reinforced concrete decks supported on concrete girders. The substructure consists of post and beam bents founded on drilled shaft columns and conventional end bents with turn back wing walls. The Recommended Bridge Option is shown in Figure 5.

Construction Phasing – The Recommended Alternative will be constructed in multiple phases. The project is broken into two sections – Section 1 is the widening of existing Falls of Neuse Road and Section 2 is the realignment of existing Falls of Neuse Road and the extension to New Falls of Neuse Road. The initial work effort will consist of constructing a four-lane roadway (two lanes in each direction) with the construction of the inside two-lanes being constructed for Section 1. The right-of-way will be reduced accordingly (to approximately 100 feet). Section 2 will include the construction of the outside two-lanes in each direction with placement of the additional lane to the inside in the future. The reason that the inside two-lanes are being constructed in the initial phase for Section 1 is due to concerns raised by adjacent property owners and the desire to minimize the footprint for the initial phase of construction.

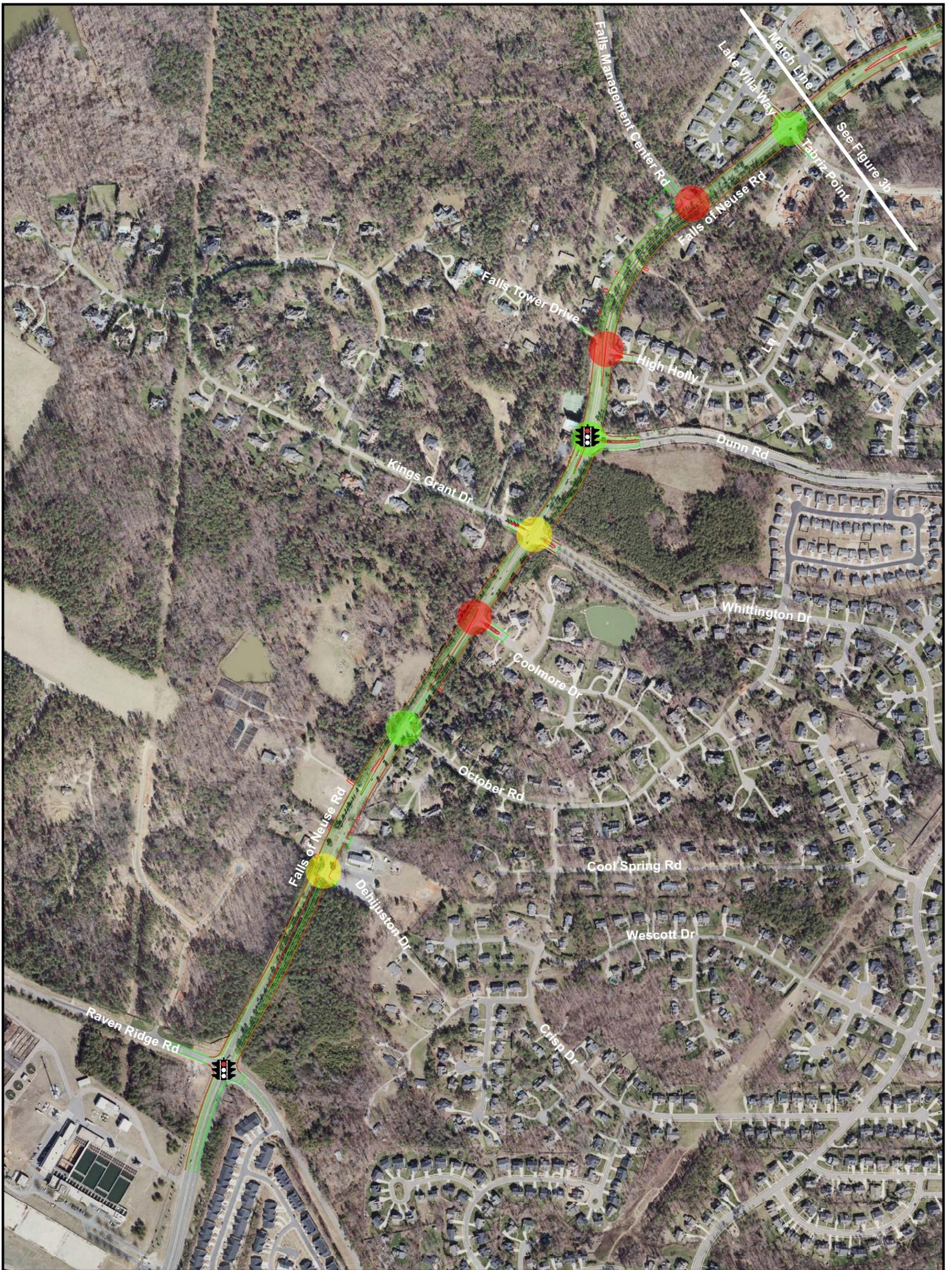
Section 2 will include constructing a six-lane bridge over the Neuse River. The bridge is designed as dual structures each being approximately 324 feet in length and 47.5 feet in width.

In response to citizen comments, the median width of the Recommended Alternative has been reduced to 17.5 feet for Section 1. This will be incorporated into the initial construction phase for Section 1. The median width for Section 2 of the Recommended Alternative is 21.5 feet.

Additionally, intersection operations and their respective design layouts are being coordinated with the public. The initial construction of various intersections may differ from the layouts included in the Recommended Alternative due to citizen interest and input. Detailed intersection design will be incorporated into the final design phase of the project.

The ultimate 6-lane design presented in this document and in the EA as the Recommended Alternative will be completed in the future as traffic demand dictates and funding becomes available.

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City of Raleigh
North Carolina



Falls of Neuse Road
Realignment and Widening
Wake County

Date: January 2009

Legend

Turning Movements

- Full movement
- Right-in/Right-out
- Directional median crossing

- Traffic Lanes
- Curb and Gutter

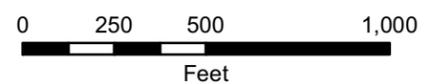
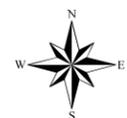
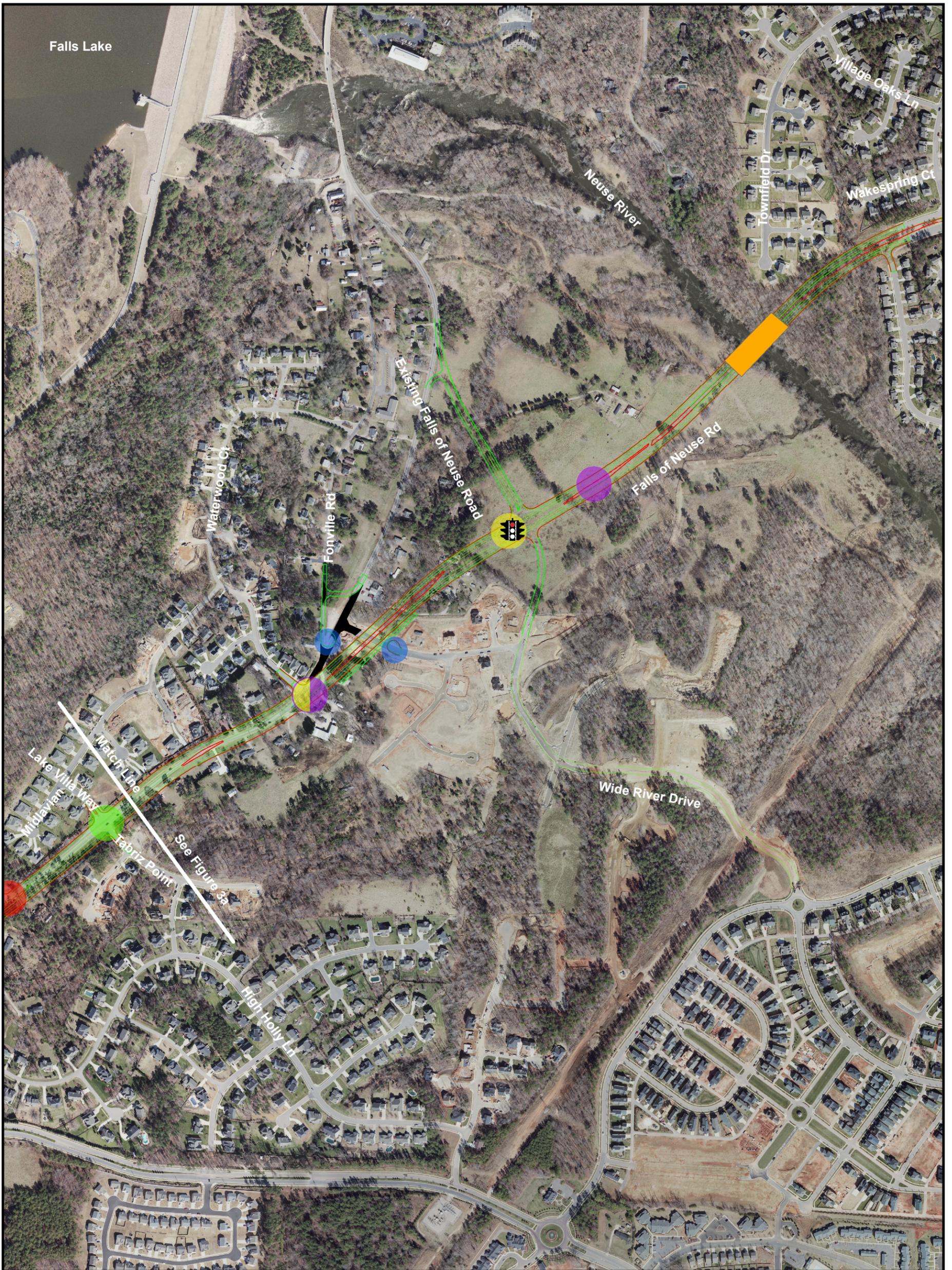


Figure 3a

Recommended Alternative



**City of Raleigh
North Carolina**



**Falls of Neuse Road
Realignment and Widening
Wake County**

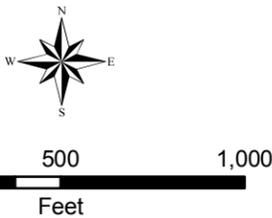
Date: January 2009

Legend

Turning Movements

- Full movement
- Right-in/Right-out
- Directional median crossing
- U-turn
- Directional median crossing/U-turn

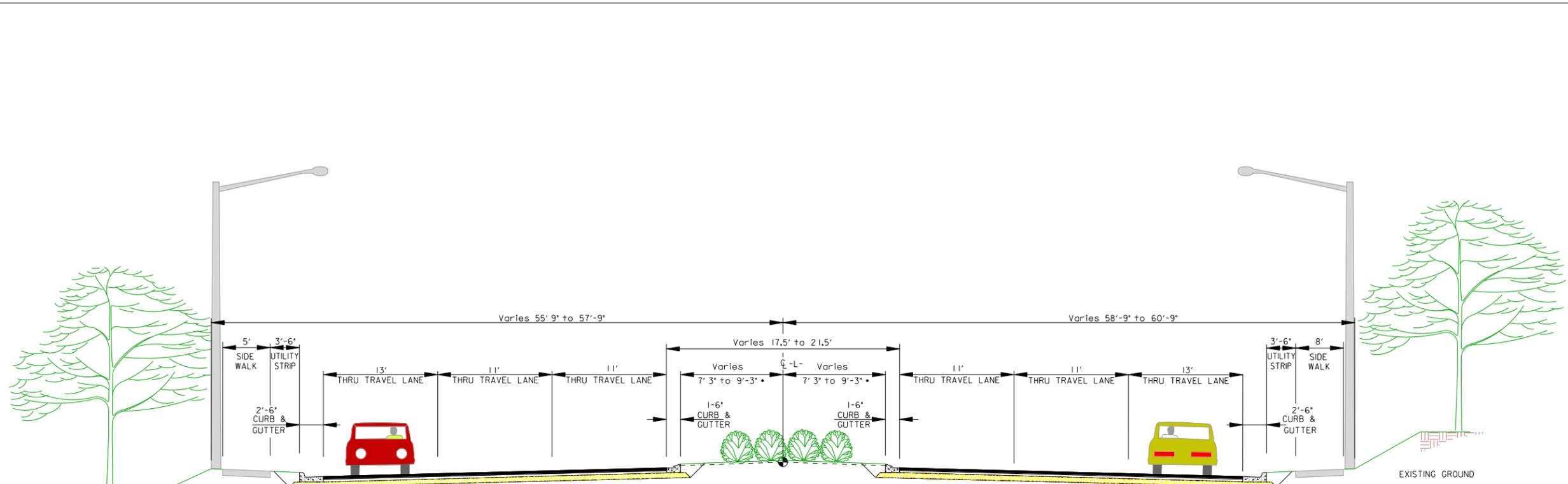
- Traffic Lanes
- Curb and Gutter
- Cul-de-sac
- Roadway Removal
- Structure



0 250 500 1,000
Feet

Figure 3b

Recommended Alternative



PROPOSED SIX-LANE TYPICAL SECTION

• The width for the widening section will be 7'-3" and the width for the new location section will be 9'-3"

**CITY OF RALEIGH
NORTH CAROLINA**



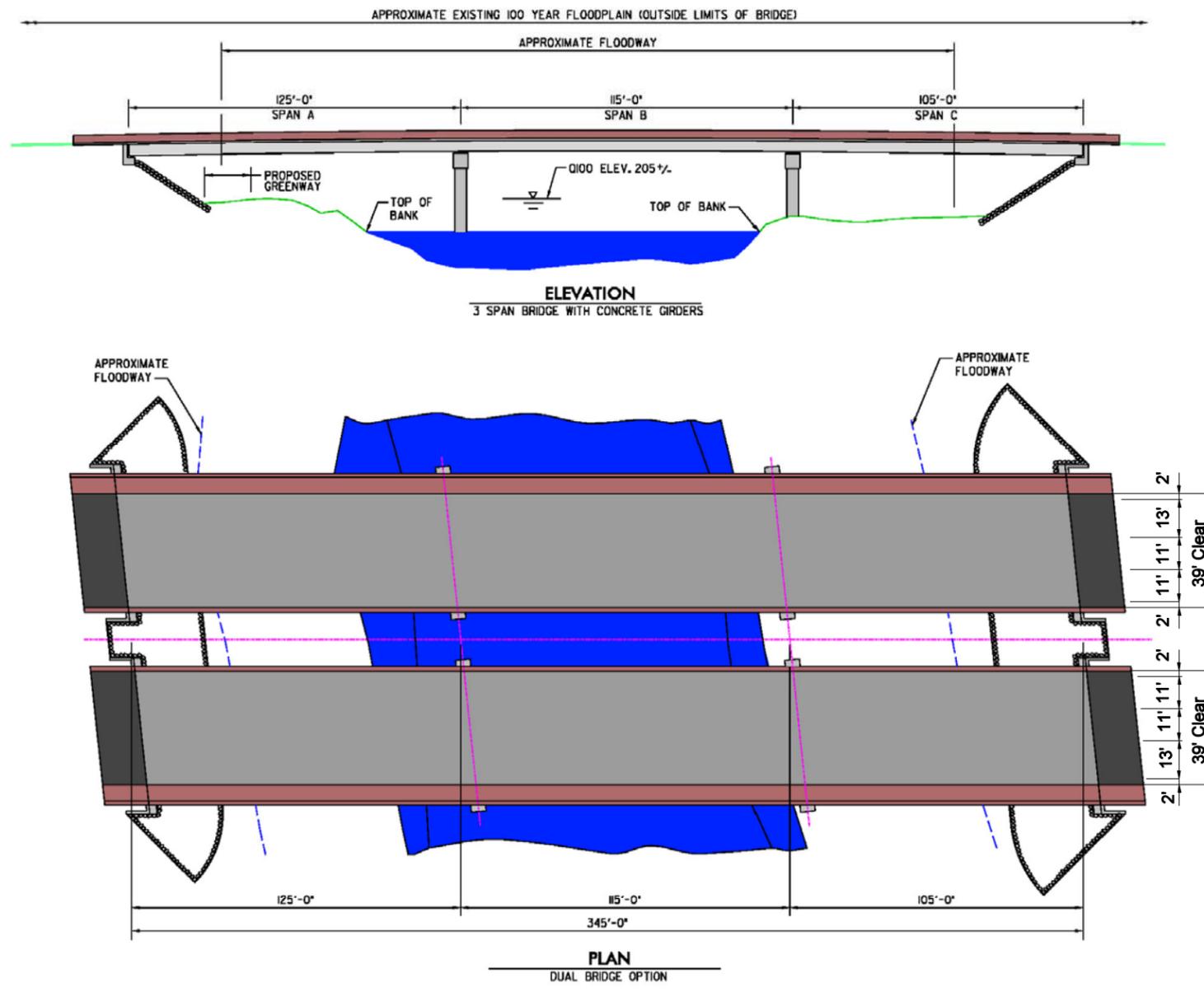
**Falls of Neuse Road
Realignment and Widening
Wake County**

**STIP Project No. U-4901
Date: January 2009**

Not to Scale

Figure 4

Typical Section



**CITY OF RALEIGH
NORTH CAROLINA**



**Falls of Neuse Road
Realignment and Widening
Wake County**

**STIP Project No. U-4901
Date: January 2009**

Not to Scale

Figure 5

**Crossing of the Neuse River
Recommended Option (Option 1)**

6.0 COST ESTIMATES

The total cost of the roadway improvements recommended in this document is \$21.1 million; which includes \$14.7 million for construction, \$5.1 million for right-of-way acquisition, and \$1.3 million for utility costs. The total cost of the structure crossing recommended in this document is \$3.35 million. The cost estimates are preliminary and more detailed cost information will be provided during the final design. Any phased construction would be within the footprint of the selected alternative and will not incur additional impacts beyond those identified in this document.

7.0 PROJECT IMPACTS

Operational impacts include:

- Increased traffic capacity resulting from the new facility;
- Improved north-south connectivity in North Raleigh and to northern Wake County
- Reduced travel times; and

Impacts to the human and natural environment include:

- Impacts to jurisdictional features: streams (702 linear feet); and
- Four residential relocations. None of the residential relocations were determined to be minority or low-income.

The Recommended Alternative will not:

- Cause any appreciable change in the regional air quality;
- Affect any recreational areas or public facilities;
- Disproportionately benefit, harm, or impact any social group including the elderly, handicapped, non-drivers, minority, or low income; or
- Will not impact any federally listed Endangered or Threatened species.

Estimated impacts and costs associated with the Recommended Alternative are summarized in Table 1 **Error! Reference source not found.** The design for the Recommended Alternative, a six lane, raised median divided roadway with curb and gutter, has been revised since the completion of the EA as the project has moved into the final design phase. The impacts presented in the EA as well as those for the updated design are included in Table 1 **Error! Reference source not found.**

Table 1: Estimated Project Impacts and Costs of the Recommended Alternative

| Impact | EA Impacts | Updated Design Impacts |
|--|----------------|------------------------|
| Length (miles) | 2.24 | 2.24 |
| Estimated Cost | | |
| Construction Costs | \$14.7 million | \$14.7 million |
| Right-of-Way Costs | \$5.1 million | \$5.1 million |
| Utility Costs | \$1.3 million | \$1.3 million |
| Total Costs | \$21.1 million | \$21.1 million |
| Neuse River Crossing (Structure) Costs | \$3.35 million | \$3.35 million |
| Relocation Impact Summary | | |
| Residences (total) | 4 | 4 |
| Owner Occupied | 4 | 4 |
| Tenant Occupied | 0 | 0 |
| Minority | 0 | 0 |
| Businesses | 0 | 0 |
| Farms | 0 | 0 |
| Section 4(f) Resources Impact Summary | | |
| Section 4(f) resources | 0 | 0 |
| Community Services and Facilities Impact Summary | | |
| Schools | 0 | 0 |
| Parks and Recreation Facilities | 0 | 0 |
| Churches | 1 ¹ | 1 ¹ |
| Cemeteries | 0 | 0 |
| Utilities | | |
| Electrical Easement Crossings | 0 | 0 |
| Major Gas Mains | 0 | 0 |
| Railroad Crossings | 0 | 0 |
| Telephone Switch Transformer | 1 | 1 |
| Cultural Resources Impact Summary | | |
| No. of Archaeological sites | 0 | 0 |
| No. of Historic Resources | 0 | 0 |
| Farmland Impact Summary (acres) | | |
| Prime and Unique Farmland | 21 | 21 |
| Statewide and Local Important Farmland | 15 | 15 |
| Biotic Community Impact Summary (acres) | | |
| Maintained/Disturbed | 27.0 | 27.0 |
| Fallow Agriculture | 7.0 | 7.0 |
| Disturbed Mesic Mixed Hardwood Forest | 7.5 | 7.5 |
| Jurisdictional Impact Summary | | |
| Acres of Wetlands Impacted | 0 | 0 |
| Number of Wetland crossings | 0 | 0 |
| Linear Feet of Jurisdictional Streams Impacted by Stream Crossings | 879 | 702 |
| Square Feet of Zone 1 Buffer Impacted | 34,969 | 23,457 |
| Square Feet of Zone 2 Buffer Impacted | 22,307 | 18,829 |

Table 1: Estimated Project Impacts and Costs of the Recommended Alternative continued

| Impact | EA Impacts | Updated Design Impacts |
|--|------------|------------------------|
| Protected Species Impact Summary | | |
| Red-cockaded woodpecker (<i>Picoides borealis</i>) | No Effect | No Effect |
| Dwarf wedgemussel (<i>Alasmidonta heterodon</i>) | No Effect | No Effect |
| Michaux's sumac (<i>Rhus michauxii</i>) | No Effect | No Effect |
| Air Quality Impacts | | |
| No. of Intersections exceeding Carbon Monoxide NAAQS | 0 | 0 |
| Noise Impacts | | |
| Number of Impacted Receptors | 71 | 71 |
| Hazardous Materials Impact Summary | | |
| No. of Impacted Hazardous Materials Sites | 0 | 0 |

8.0 FLOODPLAIN ANALYSIS

This project is subject to Executive Order 11988, Floodplain Management (42 CFR 26951), which requires the following:

- All federal actions must avoid the occupancy and modifications of floodplains and avoid direct or indirect support of floodplain development wherever that is a practicable alternative.
- If an action must be located on the base floodplain, the agency shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains.
- Each agency shall also provide opportunity for early public review of any plans or proposals for actions in floodplains.

The recommended alternative includes a new crossing of the Neuse River. The floodplain for the Neuse River in this location is included in a FEMA detailed study. Impacts to these floodplains and floodways would be analyzed, mapped and a Conditional Letter of Map Revision (CLOMR) would be requested.

The CLOMR would be submitted to FEMA for review and approval. The analysis would detail the proposed structure opening, roadway embankment encroachments and any hydraulic changes that would occur within the floodplain. Upon approval and after construction is complete, as-built plans would be submitted with documentation for a Letter of Map Revision (LOMR) to FEMA. Once this is approved, the FEMA maps would be revised and reissued by FEMA.

Structure No.1 (Neuse River Bridge)

FIRM mapping shows the proposed roadway and Neuse River crossing are located in a Special Flood Hazard Zone, Zone AE. The 100-year base flood elevation is approximately 205 feet at the proposed crossing and is not expected to flood the roadway during severe weather events.

Structure No. 2 (Unnamed Tributary to Neuse River)

A CLOMR would be required to ensure compliance to FEMA regulations. A LOMR would be required post-construction.

The preliminary design has been updated since the publication of the EA and the bridge crossing has been shifted slightly to the west of the original location in order to avoid impacting the water line crossing under the Neuse River that was recently completed. The overall effect to floodplains for the Build Alternative will include approximately 2.1 acres of encroachment into designated floodplains, with no encroachments being made into the floodway. The encroachments on floodplains are anticipated to be minor and are not likely to be significant, as the project would not raise the water elevation to a level that would affect insurable structures. The encroachments on the floodplain would also not present an increased danger to human health and safety as a result of the construction, nor promote development inconsistent with the City of Raleigh's floodplain development plan. The flood hazard evaluation and impacts to floodplains are shown in Figure 6.



City of Raleigh
North Carolina

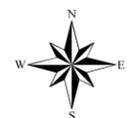


**Falls of Neuse Road
Realignment and Widening
Wake County**

Date: January 2009

Legend

- Edge of Pavement
- Curb and Gutter
- Traffic Lanes
- Slope Stakes
- Roadway Removal
- Structure
- Flood Hazard Zone



0 250 500 1,000
Feet

Figure 6

Flood Hazard Evaluation

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9.0 FEDERAL LANDS

The Falls Lake impoundment, including the entrance and parking area immediately adjacent to existing Falls of Neuse Road, is owned by the US Army Corps of Engineers (USACE). The City of Raleigh does not have the authority to condemn property owned by the federal government. The EA stated that the impacts to federal lands would be addressed in accordance with the Federal Land Policy and Management Act of 1976. The Federal Land Policy and Management Act applies only to USACE lands that were withdrawn from status as public domain lands. Because Falls Lake was purchased from private landowners the Federal Land Policy and Management Act is not applicable. Therefore the City will work with USACE to acquire any necessary easements to cross public lands at Falls Lake. Additionally, the City will work with USACE on the placement of the parking lot, gate, lighting and kiosk.

10.0 JURISDICTIONAL FINDINGS

Sections 401 and 404 of the Clean Water Act require regulation of discharges of fill material into “Waters of the United States.” The US Environmental Protection Agency (EPA) is the principal administrative agency of the CWA; however, the USACE has responsibility for implementation, permitting, and enforcement of the provisions of the CWA related to dredging and filling. The USACE regulatory program is defined in 33 CFR 320-330. NCDWQ is the principal administrative agency of the Section 401 Surface Water and Wetland Standards, which are defined in NC Administration Code 15A NCAC 02B.0100 and .0200. The impacts to jurisdictional resources are included in Figure 7.

10.1 JURISDICTIONAL WETLANDS AND STREAMS

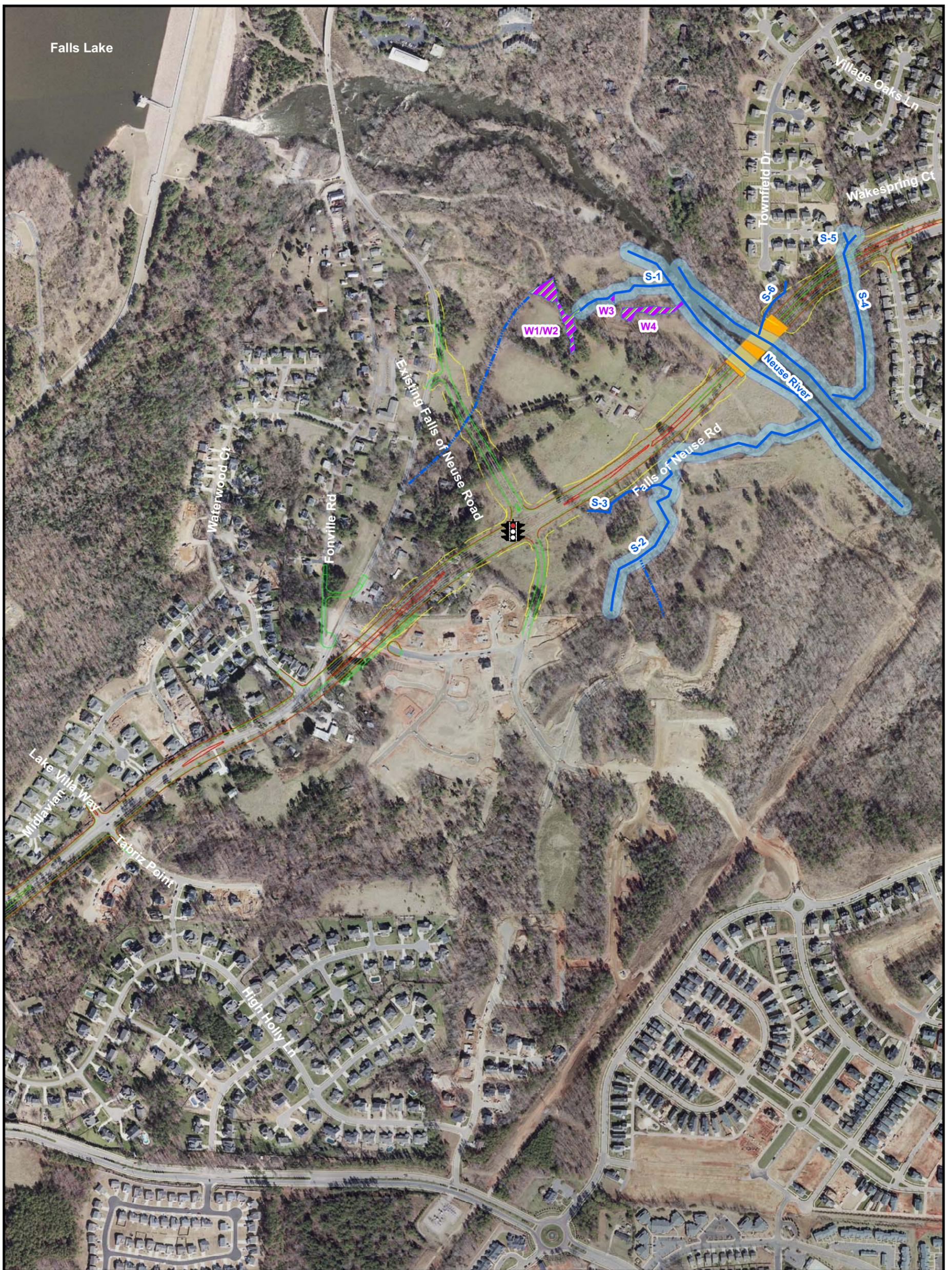
No impacts to jurisdictional wetlands are anticipated for the Recommended Alternative.

Of the approximately 6,400 linear feet of jurisdictional streams present within the project study area, the Recommended Alternative would directly impact a maximum of approximately 702 linear feet of jurisdictional streams (Table 2).

Table 2: Impacts to Jurisdictional Streams

| URS Stream Label | Stream as Indicated on USGS Quad | Impacts Recommended Alternative (linear feet) |
|------------------|----------------------------------|---|
| S2 | UT to Neuse River | 69 |
| S3 | UT to Neuse River | 82 |
| S4 | UT to Neuse River | 284 |
| S5 | UT to Neuse River | 55 |
| S6 | UT to Neuse River | 212 |
| Total | | 702 |

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City of Raleigh
North Carolina



Falls of Neuse Road
Realignment and Widening
Wake County

Date: January 2009

Legend

- Edge of Pavement
- Curb and Gutter
- Traffic Lanes
- Slope Stakes
- - - Ephemeral Channel
- Delineated Streams
- ▨ Delineated Wetland
- Streams eligible for Neuse Buffer Rules
- Roadway Removal
- Structure

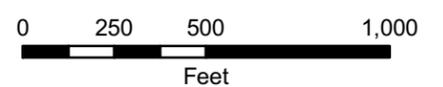


Figure 7

Impacts to Jurisdictional Resources

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10.2 NEUSE RIVER BUFFER EFFECTS

The Neuse River basin is subject to buffer rules designed to protect and preserve existing riparian buffers to maintain their nutrient removal function. Riparian buffers act to remove nitrogen, phosphorus, and other pollutants from rainwater and runoff. The buffer rules establish a protected 50-foot wide riparian buffer consisting of two zones. Zone 1 consists of a vegetated area that extends landward a distance of 30 feet on all sides of a surface water. Zone 2 begins at the outer edge of Zone 1 and extends landward 20 feet. Under the buffer rules, Zones 1 and 2 are to remain essentially undisturbed, except for certain exempted and allowed uses provided by 15A NCAC 2B .0233 (6). Uses designated as prohibited under this rule may not proceed within the riparian buffer unless a variance is granted pursuant to 15A NCAC 2B .0233 (9). The buffer rules are administered by the North Carolina Department of Water Quality (DWQ).

The Recommended Alternative would impact approximately 23,457 square feet of Zone 1, and 18,829 square feet of Zone 2 Neuse River Buffers (see Table 3).

Table 3: Neuse River Buffer Impacts

| URS Stream Label | Recommended Alternative Zone 1 Impacts (sq. ft.) | Recommended Alternative Zone 2 Impacts (sq. ft.) |
|------------------|--|--|
| Neuse | 0 | 2,938 |
| S2 | 4,483 | 4,512 |
| S4 | 16,235 | 9,063 |
| S5 | 2,739 | 2,316 |
| Total | 23,457 | 18,829 |

10.3 AVOIDANCE AND MINIMIZATION

Land development activities that may adversely impact wetlands require consent through permit approval from the regulating agency. At the federal level, under the CWA Section 404b(1) Guidelines (40 CFR 230) and USACE regulations (33 CFR 320.4(r)), the USACE is obligated to require mitigation for any unavoidable impacts to wetlands and streams as a condition of permit approval. Mitigation for impacts to wetlands and streams include: avoiding impacts, minimizing impacts, and compensating for impacts.

Avoidance

Avoidance examines the appropriate and practicable possibilities of averting impacts to wetlands and streams. One of the primary needs for the proposed project includes a new crossing over the Neuse River. Due to the need for a new crossing and the fixed end points at existing Falls of Neuse/Fonville Road and New Falls of Neuse in Wakefield, avoidance of jurisdictional streams is not possible. Due to the location of wetlands in the far western part of the study area, jurisdictional wetlands would be avoided.

Minimization

Minimization includes the examination of appropriate and practicable steps to reduce adverse impacts to streams and wetlands. Steps that would be implemented to minimize impacts to streams impacted by the proposed project include:

- Minimizing “in-stream” activities;
- Strictly enforcing the sedimentation and erosion control BMPs for the protection of streams and wetlands;
- Decreasing the footprint of the proposed project through the reduction of right-of-way widths and steepening of fill slopes where possible; and
- Utilizing natural stream channel design principles when relocating streams.

Additionally, the preliminary design has been modified to further reduce impacts to jurisdictional features and floodplains. The alignment was shifted slightly to avoid impacting the recently completed water line extending under the Neuse River. To further minimize impacts, the typical section for the project has been modified to reduce the median width from 23 feet to vary between 17.5 feet and 21.5 feet while the overall right-of-way width has decreased from 120 feet to 100 feet.

Compensatory Mitigation

Compensatory mitigation is meant to replace, on at least a one-to-one basis, the lost functions and values of natural streams and wetlands affected by development activities. The City of Raleigh would investigate the study area for on-site mitigation opportunities. If on-site mitigation is not possible, mitigation requirements would be satisfied by purchasing mitigation credits from an approved mitigation bank that services the same watershed that the anticipated impacts would occur (HUC - 03020201).

11.0 CONSTRUCTION EFFECTS

Construction activities associated with building the bridge over the Neuse River would create environmental impacts that are short-term in nature and can be controlled, minimized or mitigated through conformance with BMPs and standard NCDOT procedures.

Bridge Construction

The potential exists for stream impacts to be minimized through the utilization of various bridging construction methods. For construction of the bridge in the vicinity of the Neuse River, several construction methods were evaluated for practicability. These methods include construction of causeway and temporary work bridges.

A causeway would entail resting a layer of geotextile fabric in the river adjacent to the construction site on which material would be placed in accordance with NCDOT specifications. This temporary causeway would provide both a road and work platform for conventional land-based construction equipment. After the construction is complete, the temporary causeway and underlying geotextile layer would be removed with the use of construction equipment.

Using a temporary work bridge was evaluated where a temporary work bridge to support construction equipment would be built adjacent to the location of the permanent bridge being constructed. The work bridge would be removed upon completion of the permanent bridge. Impacts to the waterway bottom under this construction method would be considered minimal due to temporary piles. The temporary work bridge would be expanded between pier construction sites with bridge extensions called “fingers.”

Based on preliminary meetings with permitting agencies the use of causeway was determined to be the most feasible construction technique, however final selection of the construction techniques will be accomplished during preliminary and/or final design and evaluated formally through the Section 404 and Section 401 permitting processes.

Releases from Falls Lake Dam

The City and the contractor will be aware of the fluctuation of daily discharges from the facility and will be responsible for making contacts to determine the discharge amount and how to proceed with construction in a safe manner for each day.

12.0 PERMITS

Construction of the project would result in activities requiring environmental regulatory permits from federal and state agencies. A list of these permits, organized by issuing agency, is provided below. The City of Raleigh will obtain all necessary permits prior to construction. Many of the environmental issues and mitigation measures discussed in the EA and FONSI will be further quantified and evaluated as final roadway designs are completed.

United States Army Corps of Engineers

Section 404 Permit: any action that proposes to place fill into “Waters of the United States” falls under the jurisdiction of the USACE under Section 404 of the CWA (33 U.S.C 1344). The CWA provides for public notice and review of pending Section 404 permit applications. Encroachments into areas determined as subject under the CWA must be reviewed and approved by the USACE through the Section 404 program. It is anticipated that a Department of the Army Nationwide Permit #14 – Linear Transportation Projects will be required for impacts to the UTs to the Neuse River, and a Section 10 permit for the proposed bridge crossing of the Neuse River.

North Carolina Department of Environment and Natural Resources, Division of Water Quality

Section 401 Water Quality Certification: any activity which may result in discharge to navigable waters and requires a federal permit must obtain a certification through the NCDWQ that such discharge would be in compliance with applicable state water quality standards. This permit is required in association with the Section 404 permitting process and is required prior to Section 404 authorization.

The City of Raleigh is subject to the requirements of the NPDES stormwater permitting program for roadway construction and material storage facilities. The permit requirements include implementing a comprehensive stormwater management program, monitoring the program, and annual reports of the program’s effectiveness and direction.

Neuse River Riparian Buffer Rules: an “Authorization Certificate” is required for any non-exempt activity within the 50-foot wide riparian buffer along all perennial and intermittent streams in the Neuse River Basin (including the Neuse River). A listing of allowable “uses” of the buffer areas is provided in the rules.

North Carolina Department of Environment and Natural Resources, Division of Land Resources

Erosion and Sedimentation Control Plan: in accordance with the North Carolina Sedimentation Pollution Control Act of 1973, projects disturbing more than one acre of land must submit an Erosion and Sedimentation Control Plan to the NCDENR Division of Land Resources (NCDLR). The plan must include erosion control measures and be approved by the DLR prior to construction.

United States Coast Guard

Section 9 Permit: a permit must be obtained for any new bridge built over navigable waterways, including the Neuse River. Bridge clearances are reviewed under this permit.

North Carolina Department of Environment and Natural Resources, Division of Forest Resources

Open Burning Permit: a permit is required to start a fire in woodlands or within 500 feet of woodlands under the protection of the Division of Forest Resources. Thirty day permits can be issued for highway construction.

13.0 INDIRECT AND CUMULATIVE EFFECTS

Per Section 5.0, page 127 of the Environmental Assessment, “indirect and cumulative effects of the project are expected to be associated with encroachment-alteration rather than induced growth”. The following sections describe indirect and cumulative effects of the Recommended Alternative.

13.1 INDIRECT EFFECTS

Overall impacts to the region are expected to be positive. However, several small businesses located along the realigned portion of Falls of Neuse Road will likely be impacted by a reduction in drive by traffic. While long-term economic impacts associated with the road widening and relocation project are considered positive, the short-term impacts during construction activities and local impacts to bypassed businesses along the proposed realigned portion of Falls of Neuse Road are considered a negative impact.

The project is located in a substantially built-out suburban corridor with little developable land available. Over the past few decades, development in the project vicinity has occurred largely due to proximity to the region’s major employment centers of Research Triangle Park (RTP) and downtown Raleigh, located southwest and south of the project respectively. As a result of this growth, the study area is encompassed by established communities including the Town of Wake Forest and the Community of Wakefield to the northeast, the City of Raleigh to the south and east and rural residential development of Wake County to the west. Additionally, the project is located adjacent to expansive parklands, including the Falls Lake reservoir to the north and west.

Eventually, the few remaining vacant parcels within the study area are likely to be developed. Likewise, the overall growth pressure in the region would ultimately encourage redevelopment of underutilized parcels. To a lesser degree, the increased access the project provides to major employment centers could potentially accelerate development in Wake Forest and northern Wake County. However, this development would likely occur with or without the project.

The Recommended Alternative was created based on citizen input and regulatory agency feedback requesting an alternative that considered the need for direct access into the neighborhoods along Falls of Neuse Road. Individual parcel access along the corridor will be limited to existing driveway connections. Future driveway connections will be subject to approval by the City in accordance with current zoning restrictions. According to the City of Raleigh's Falls of Neuse Corridor Area Plan, new detached single family residences fronting the Falls of Neuse Road thoroughfare are discouraged. Therefore, due to lack of developable land, Falls Lake Water Supply Watershed zoning restrictions, and the Falls of Neuse Corridor Area Plan, new driveway access and/or new subdivision development is not a likely result of the project.

The new alignment portion of the Recommended Alternative does provide new access to the undeveloped Leonard Tract, a large parcel of land on the south side of the Neuse River that has been acquired by the City of Raleigh. The City is currently studying the possibility of using the tract as a park/recreation area. No master plan has been prepared and the property has not been formally designated as parkland therefore it would not be subject to Section 4(f) regulations.

Due to the already well established development encompassing the study area, lack of developable land, the presence of the Falls Lake reservoir and zoning restrictions of the Falls Lake Water Supply Watershed, the Recommended Alternative is not likely to substantially induce development.

13.2 CUMULATIVE EFFECTS

All direct jurisdictional impacts to streams and Neuse River Buffer Zones will be mitigated. Therefore, the project will not cumulatively impact jurisdictional resources.

Other projects located within the study area or immediately adjacent to the study area include the Upper Neuse Greenway Project and the Falls of Neuse Bridge Replacement. Considered cumulatively, impacts projected as a result of the Recommended Alternative, when combined with expected impacts from the greenway and bridge replacement projects, are not expected to have a substantial negative impact on the human or natural environment of the study area.

As stated above, the Preferred Alternative is not expected to substantially induce growth in the study area or surrounding communities. Therefore, cumulative impacts related to induced growth are not expected.

14.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Agency coordination and public involvement are integral processes leading to the successful planning and implementation of a roadway project. The following sections detail participation efforts undertaken for the proposed project.

The general purpose of the Merger 01 Process is to integrate the coordination and documentation processes for surface transportation projects in the State. The integrated approach is an attempt to streamline the project development and permitting processes, with a stated objective of "to ensure that the regulatory requirements of Section 404 of the Clean Water Act are incorporated into the NEPA decision-making process for surface transportation projects in North Carolina." There are designated milestones or Concurrence Points (CPs)

during the planning and design process where interagency meetings are held with team members and other interested parties and project specifics discussed and agreed upon.

14.1 AGENCY COORDINATION

NEPA/Section 404 Merger Team Meetings

The general purpose of NEPA/Section 404 Merger Team meetings is to obtain agency comments on the on-going planning and environmental studies. The following NEPA/Section 404 Merger Team meetings were held:

The Initial Merger 01 Screening Meeting for the proposed project was held on May 14, 2007. Staff members representing FHWA, USACE, NCDENR; DWQ, NCDOT and the City of Raleigh were present at the meeting. It was determined in this meeting that the project would not follow the Merger 01 Process and the Merger Team would not be convened for TIP Project No. U-4901. However, the USACE requested that resource agency input be obtained on the crossing of the Neuse River before a final design is selected. The agencies could review the designs and decide if all avoidance and minimization options were applied.

A Structure Design Study for the new crossing of the Neuse River was submitted to the following agencies on April 01, 2008;

- Federal Highway Administration
- United States Army, Corps of Engineers, Regulatory Division
- United State Department of the Interior, Fish and Wildlife Service
- United States Environmental Protection Agency
- North Carolina Department of Environment and Natural Resources, Division of Water Quality
- North Carolina Wildlife Resources Commission
- North Carolina Department of Cultural Resources, Historic Preservation Office
- North Carolina Department of Transportation

In response to the letter and study, an on-site meeting was scheduled for May 28, 2008 to review the designs at the proposed location of the crossing. The conclusions reached at the meeting were the three span structure with one set of end bents in the water of the Neuse River was acceptable (Option 1). Drilled pilings would be required. Construction could take place from each side of the river; thus, a temporary work structure would not be necessary.

Comments received from local, state and federal agencies from the project scoping phase were included in the EA. The EA was approved on September 29, 2008.

14.2 PUBLIC INVOLVEMENT

A public program was developed for the project pursuant to Part 1506.6 of NEPA (*Public Involvement Regulations for Implementing the Provisional Procedures of NEPA*). In general, the Public Involvement Program to date has included development of a project mailing list, three newsletter mailings, two Citizens Informational Workshops, multiple small group meetings, and an EA Public Hearing. Coordination with the public will be maintained through the construction phase of the project and may include presentations, additional small group meetings, and individual citizen contacts.

EA Public Hearing

Approximately 80 citizens attended the EA Public Hearing on November 03, 2008. The format of the meeting was a 1- hour open house from 6:00 PM to 7:00 PM where interested citizens had the opportunity to review a handout and preliminary mapping of the four alternatives as shown in the EA and make comments / ask questions with project staff present.

Next, the official EA Public Hearing was held from 7:00 PM to approximately 9:00 PM. The meeting began with Mr. Sylvester Percival from the City of Raleigh introducing the project and format for the upcoming Hearing. Mr. David Griffin and Mr. Ed Edens from URS Corporation, the City's consultant for the project, also spoke briefly about the findings from the EA (human, natural, and physical environment studies), National Environmental Policy Act (NEPA) compliance, and project design issues, respectively. Citizen comments on the EA were due by November 18, 2008.

The public hearing handout as well as a detailed summary of the comments and responses is included in Appendix A. A summary of the comments and concerns are summarized below:

Right-of-Way

A majority of the comments heard and recorded concerned the 6-lane cross section and 120-foot right-of-way necessary to plan for a future 6-lane cross section. Many citizens objected to the acquisition of this much property when the need for the 6-lane was in the future. Many citizens requested that a four-lane widening with a center median be selected for the widening project now and when the needs arises in the future, additional right of way be purchased for the ultimate build out to 6-lanes.

Traffic/Access Issues

Numerous comments were heard related to access control options for the project. Citizens living adjacent to existing Falls of Neuse Road were concerned about control of access and not being able to turn left directly out of their driveway or development entrance. Citizens also questioned the validity of traffic projections, the need for widening to six lanes, and the need for additional access control.

Noise

Many citizens living adjacent to existing Falls of Neuse Road were inquiring about noise walls between their individual properties or developments and the proposed project.

Safety

Comments were received from citizens about safety concerns, following two main trends; the first being concerns for the safety of property owners and their families when the widening was in place. Second, people were concerned about the speed of traffic and especially truck traffic.

Quality of Life

Issues heard included not wanting Falls of Neuse to turn into a commercialized area such as Capital Boulevard with speeding trucks, loud noise and too many signs and industrial lighting. Citizens wanted to retain the "residential" feel of the area as a neighborhood connector.

Mount Pleasant Baptist Church

Concerns were voiced for the safety of members of the church with the loss of land/extra lane from the front of the church property. A sound proof barrier was requested for construction in front of the church. These citizens also supported a 4-lane widening as opposed to the 6-lane widening. In addition, a petition was received from Mt. Pleasant Baptist Church with 173 signatures voicing support for 1) a barrier in front of the church for protection against out-of-control vehicles, and 2) a four-lane roadway. A copy of this petition is attached.

Economic Impact

Many citizens believe home values in all the neighborhoods located along existing Falls of Neuse will decrease due to the proposed widening and adoption of the current plan would encourage flight from neighborhoods and industry to take their places.

Paddy Hollow Lane Opening

Residents in the Oakcroft community were opposed to the opening of Paddy Hollow Lane for several reasons including; safety, quality of life and home values. Citizens do not want their neighborhood opened up to increased, high speed traffic.

Miscellaneous

Daltons Ridge community was against a sidewalk being added along the west side of project, and collectively against city taxes being spent to build the sidewalk. They were also against the 6 lane cross section. A community and citizen collective (North Raleigh Coalition of Homeowner's Associations or NORCHOA) signed a resolution with the following stated:

RESOLUTION: The easements and rights of ways be sufficiently wide and aligned in such a manner that they only accommodate: 1) Two north lanes with a continuous throughway. 2) Two south lanes with a continuous throughway. 3) A properly marked free-flow center turning lane. 4) Adequate landscaping and noise mitigation be installed for the protection of all affected residents/neighborhoods on or near the widened roadway and replacement of any trees that might be negatively affected with trees of similar size and species. 5) Protected crosswalks shall be installed at each traffic control signal. 6) A protected bicycle/pedestrian (multi-use) path shall be installed on the east side of Falls of Neuse Road, connecting to the existing path, which currently ends at Raven Ridge. 7) Two designated bicycle lanes, each two feet in width to be created by increasing the width of the outer traffic lane in each direction from 11 to 13 feet. 8) No sidewalk is needed or desired on the west side of Falls of Neuse Road.

14.3 CIRCULATION OF THE ENVIRONMENTAL ASSESSMENT

This environmental document was prepared and distributed to the following agencies for review and comment. Agencies providing comments on the EA are denoted with an asterisk (*).

Federal Agencies

- Federal Highway Administration
- Department of Health and Human Services, Office of Environmental Affairs
- Department of the Interior
- Department of Agriculture

Regional Offices

- Department of Housing and Urban Development
- Federal Emergency Management Agency
- *Environmental Protection Agency
- Natural Resources Conservation Services
- *U.S. Army Corps of Engineers, Regulatory Division
- *U.S. Army Corps of Engineer, Falls Lake Facility
- U.S. Coast Guard Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey

State Agencies

- *North Carolina Department of Cultural Resources
- North Carolina Department of Economic and Community Development
- *North Carolina Department of Environment and Natural Resources
- North Carolina Department of Environment and Natural Resources,
Division of Parks & Recreation
- North Carolina Department of Public Instruction
- North Carolina Department of Transportation
- North Carolina State Clearinghouse
- North Carolina NC State Publications Clearinghouse
- *North Carolina Wildlife Resources Commission

Local Government Agencies

- Mayor, City of Raleigh
- City Manager, City of Raleigh
- Chair, City Council
- Planning Director, City of Raleigh
- Planning Director, Wake County
- Chair, County Commissioners
- Capital Area Metropolitan Planning Organization
- Chief, Falls Volunteer Fire Department
- North Ridge Library
- Wake County Public Schools Transportation Director

14.4 COMMENTS RECEIVED ON THE ENVIRONMENTAL ASSESSMENT

Comments on the EA were received from a number of agency personnel and are summarized in Table 4. Agency review letters are included in Appendix B.

Table 4: Agency Comments Received on the EA

| Comment No. | Comment | Response |
|--|--|--|
| North Carolina Department of Environment and Natural Resources, Division of Water Quality, October 16, 2008 | | |
| 1 | This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, the NCDWQ will continue to work with the team. | This project has not been incorporated into the formal 404/NEPA Merger Process. However, appropriate resource agencies including NCDWQ are active participants in the project planning and design process. |
| 2 | The Neuse River and its unnamed tributaries are class WS-IV; NSW waters of the State. DWQ is very concerned with sediment and erosion impacts that could result from this project. DWQ recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these waters. DWQ request that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of the NC DWQ <i>Stormwater Best Management Practices</i> . | Comment noted. The design plans will comply with the most recent NC DWQ <i>Stormwater Best Management Practices</i> . |
| 3 | Unnamed tributaries to Falls Lake may be present in the project study area. These waters are classified as Water Supply Critical Area (CA). Given the potential for impacts to these resources during the project implementation, the DWQ requests that DOT strictly adhere to North Carolina regulations entitled "Design Standards in Sensitive Watersheds" (15A NCAC 04B.0124) throughout design and construction of the project. This would apply for any area that drains to streams having CA classifications. | The project will be designed and constructed in accordance with the regulations noted. |
| 4 | This project is within the Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0233. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to "uses" identified within and constructed in accordance with 15A NCAC 2B.0233. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" with the "Table of uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to DWQ prior to approval of the Water Quality Certification. | Comment noted. Additional coordination with NC DWQ will be completed throughout the design phase of the project. |

Table 4: Agency Comments Received on the EA continued

| Comment No. | Comment | Response |
|-------------|---|--|
| 5 | The environmental document should continue to provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification. | Impacts to streams and wetlands are summarized in the EA. Comment noted. The applicant is aware of the regulations for the North Carolina 401 Water Quality Certification. All proposed stream crossings for the project are identified in the EA, and mitigation planning will incorporate these regulations. The City of Raleigh would investigate the study area for on-site mitigation opportunities. If on-site mitigation is not possible, mitigation requirements would be satisfied by purchasing mitigation credits from an approved mitigation bank that services the same watershed that the anticipated impacts would occur (HUC - 03020201). |
| 6 | Environmental assessment alternatives should consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives should include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ Stormwater Best Management Practices, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc. | BMPs will be incorporated into the design plans and implemented where practicable. |
| 7 | After the selection of the preferred alternative and prior to issuance of the 401 Water Quality Certification, the applicant is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan should be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation. | Wetland and stream impacts were avoided where practicable to the extent the roadway design criteria would allow. However, mitigation efforts will be required due to unavoidable impacts. The City of Raleigh would investigate the study area for on-site mitigation opportunities. If on-site mitigation is not possible, mitigation requirements would be satisfied by purchasing mitigation credits from an approved mitigation bank that services the same watershed that the anticipated impacts would occur (HUC - 03020201). Mitigation planning will take into account requirements set forward by NCDWQ. |
| 8 | In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation. | Comment noted. |

Table 4: Agency Comments Received on the EA continued

| Comment No. | Comment | Response |
|-------------|--|--|
| 9 | Future documentation, including the 401 Water Quality Certification Application, should continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping. | Comment noted. |
| 10 | DWQ is very concerned with sediment and erosion impacts that could result from this project. NCDOT should address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts. | Section 4.16, page 112, of the EA describes potential water quality impacts in detail. |
| 11 | An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis should conform to the NC Division of Water Quality Policy on the assessment of secondary and cumulative impacts dated April 10, 2004. | An Indirect and Cumulative Effects (ICE) technical analysis was summarized in Section 5.0, page 127, of the EA. |
| 12 | The applicant is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application. | Final impact calculations will include all impacts including bridging, fill, excavation, and clearing. Temporary and permanent construction impacts will be included as part of the 401 Water Quality Certification Application. |
| 13 | Where streams must be crossed, the DWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, DOT should not install bridge bents in the creek, to the maximum extent practicable. | Comment noted. |
| 14 | Sediment and erosion control measures should not be placed in wetlands or streams. | Comment noted. |
| 15 | Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation. | Comment noted. |
| 16 | The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater should not be permitted to discharge directly into streams or surface waters. | Comment noted. |

Table 4: Agency Comments Received on the EA continued

| Comment No. | Comment | Response |
|-------------|--|---|
| 17 | Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit (IP) application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate. | Comment noted. |
| 18 | Bridge supports (bents) should not be placed in the stream when possible. | Comment noted. |
| 19 | Whenever possible, the DWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges allow for human and wildlife passage beneath the structure, do not block fish passage and do not block navigation by canoeists and boaters. | Comment noted. |
| 20 | Bridge deck drains should not discharge directly into the stream. Stormwater should be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NCDWQ Stormwater Best Management Practices. | BMPs will be incorporated into the design plans and implemented where practicable. |
| 21 | If concrete is used during construction, a dry work area should be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete should not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills. | Comment noted. |
| 22 | If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas should be seeded or mulched to stabilize the soil and appropriate native woody species should be planted. When using temporary structures the area should be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance. | BMPs will be utilized for the control of erosion and to minimize any impacts from clearing and grubbing activities. |

Table 4: Agency Comments Received on the EA continued

| Comment No. | Comment | Response |
|-------------|--|--|
| 23 | Placement of culverts and other structures in waters, streams, and wetlands shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by DWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the DWQ for guidance on how to proceed and to determine whether or not a permit modification will be required. | Comment noted. |
| 24 | If multiple pipes or barrels are required, they should be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation and/or sills where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage. | Comment noted. |
| 25 | If foundation test borings are necessary, it should be noted in the document. Geotechnical work is approved under General 401 Certification Number 3494/Nationwide Permit No. 6 for Survey Activities. | Comment noted. |
| 26 | Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250. | Comment noted. |
| 27 | All work in or adjacent to stream waters should be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures should be used to prevent excavation in flowing water. | BMPs will be incorporated into the design plans and implemented where practicable. |
| 28 | Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment should be inspected daily and maintained to prevent contamination or surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials. | Comment noted. |
| 29 | Riprap should not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed. | Comment noted. |

Table 4: Agency Comments Received on the EA continued

| Comment No. | Comment | Response |
|---|--|---|
| 30 | Riparian vegetation (native trees and shrubs) should be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction. | Comment noted. |
| North Carolina Wildlife Resources Commission, October 24, 2008 | | |
| 1 | The document (the EA) addresses concerns and comments from prior coordination with NCWRC. At this time we do not have any specific comments, we concur with the EA for this project. | Comment noted. |
| North Carolina Department of Environment and Natural Resources, Natural Heritage Program, November 3, 2008 | | |
| 1 | The Natural Heritage Program has already commented on this project, during the scoping phase, with a letter sent to Mr. Sylvester Percival of the City of Raleigh Public Works Department, dated June 4, 2007 (found in Appendix B of the EA). We have no additional comments on the project. | Comment noted. |
| North Carolina Department of Environment and Natural Resources, Raleigh Regional Office | | |
| 1 | Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900. | Comment noted. |
| 2 | Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110(a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group (919) 707-5950. | Comment noted. |
| 3 | Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100. | Comment noted. |
| North Carolina Department of Cultural Resources, October 20, 2008 | | |
| 1 | No Comment. | |
| United States Environmental Protection Agency, Region 4, Raleigh Office, November 08, 2008 | | |
| 1 | NCDOT and FHWA considered 4 build alternatives and have identified Alternative 4 with Bridge Option 1 as their preferred alternative. The proposed project would be 6 lanes with 23-foot raised medians, curb and gutter sections, a 13-foot wide outside lane for bicycle travel and sidewalks. EPA notes that the two inner travel lanes are proposed for 11 feet in width and the outside lane is proposed is proposed for 13 feet in order to accommodate bicycles. EPA also prefers Bridge Option 3 (i.e., 336-foot bridge with 70/166/100-foot spans) as it keeps the bridge bents out of the Neuse River. | Section 3.9.6, page 68, of the EA discusses an analysis completed for the new structure crossing that considered the economics of different bridge cross sections, span arrangements, and construction materials, as well as, spanning waterways and the proposed Upper Neuse Greenway. Impacts were quantified for natural resources and aesthetic consideration given with respect to the views from the planned Upper Neuse Greenway, located on the south bank of the River, and general everyday users of the Neuse River. |

Table 4: Agency Comments Received on the EA continued

| Comment No. | Comment | Response |
|-------------|---|--|
| 2 | <p>EPA notes that there are approximately 34,969 square feet of Zone 1 and 22,307 square feet of Zone 2 Neuse River Buffer Impacts. There are 4 residential relocations and 71 noise receptor impacts. EPA does not fully understand the discussion concerning the use of noise barriers on page 102 of the EA and that noise abatement on partially controlled access freeways is “usually” not feasible due to multiple property owners. There are numerous near roadway receptors located in and along subdivisions that could be benefited by noise abatement walls. EPA does not fully concur with the discussion concerning vegetative barriers and noise abatement. Even minimal vegetative “evergreen” (landscape) screening along the right-of-way can slightly minimize near roadway traffic noise in residential areas without the need to purchase additional right of way.</p> | <p>The use of noise abatement walls is usually not feasible due to the lack of controlled access along the facility. The construction of noise abatement walls would convert the property along the corridor to controlled access because no access would be possible due to the physical presence of the wall. The property owners would be required to relinquish access rights to the roadway from their properties in order for the walls to be feasible. Even if the property owners relinquished the access rights to the roadway, the frequency of access along the corridor (an breaks in the noise barriers) at side streets would greatly reduce the effectiveness of the noise abatement walls, which is why they are usually recommended for controlled access facilities. The FHWA publication <i>Highway Traffic Noise</i> states that in order to reduce noise by 10 dBA a 200-foot wide width of dense vegetation is required and that it is often not practical to plant enough vegetation to achieve such reductions. It further states that roadside vegetation can be planted to create psychological relief, if not an actual lessening of traffic noise levels. The proposed project includes a landscaping element that will evaluate the corridor to determine if screening is appropriate in noise sensitive areas.</p> |
| 3 | <p>Terrestrial forest impacts are to be 7.5 acres to Mesic Mixed Hardwood Forest type from a total of 41.5 acres of all community types. EPA could not ascertain the “disturbed” classification for the Mesic Mixed Hardwood Forest type.</p> | <p>The “disturbed” classification is a modified classification that reflects the influence of modern human activities. For a full description of the classification refer to Section 4.15.6 in the EA.</p> |
| 4 | <p>EPA acknowledges the preliminary information on hazardous material sites contained on pages 92 - 94 and Appendix F. From the discussion, there is potentially one property containing a registered above ground storage that could be impacted by the proposed project (i.e. Mt. Pleasant Baptist Church). Table 14, which includes the list of all recorded hazardous material sites within the project study area, does not provide clarity on this issue.</p> | <p>The above ground storage tank is located behind (east of) the main church building. The tank has no recorded incidents of leaking.</p> |

Table 4: Agency Comments Received on the EA continued

| Comment No. | Comment | Response |
|---|---|--|
| 5 | EPA notes the general qualitative analysis on Mobile Source Air Toxics (MSATs) provided on pages 102 to 106 of the EA. The MSAT discussion in the EA does not address potential near-roadway, sensitive receptors along the existing route or new routes, such as daycare centers, hospitals, and nursing homes. As previously identified by EPA and in past FHWA interim guidance and studies, MSAT emissions are primarily a near-roadway exposure issue and not a "region-wide" problem. The FONSI should identify potential near roadway sensitive receptors to MSAT emissions. EPA also notes that the proposed project is located in non-attainment areas for the 8-hour ozone standard and carbon monoxide standard. The current State Air Quality Implementation Plan (SIP) does not any transportation control measures for Wake County. | There are no sensitive populations such as daycare centers, hospitals, and nursing homes located in close proximity to the corridor. |
| 6 | EPA found in the Summary of Impacts Tables S.1 and 4.19 were not especially helpful in ascertaining the magnitude or intensity of the proposed project's impacts. This "qualitative" type format in the form of symbols for "positive impact", "negligible to low", etc. is somewhat subjective and not consistent with other FHWA or NCDOT EA impact summary tables. | The summary of impacts table has been revised in the FONSI to include quantitative measures. |
| 7 | EPA acknowledges the discussion on Federally owned land on page 80 of the EA involving the U.S. Army Corps of Engineers (USACE). The proposed project would remove part of the entrance and parking area immediately adjacent to the existing Falls of Neuse Road. The EA discussion does not include relevant information regarding the "negotiations" and permission required between FHWA and USACE regarding the "taking" of Federally owned land from one public use to potentially provide for another public use. | It has been determined that the City of Raleigh will request a permanent right-of-way easement across the Fall Dam property as detailed in Section 9.0 of this FONSI. |
| United States Army, Corp of Engineers, Wilmington District, Falls Lake Operations, November 17, 2008 | | |
| 1 | The area of direct impact to Corps property fee owned property is located at the entrance to the Falls Lake Dam and Visitor Assistance Center of the "Falls Management Center Road" as shown on the drawings. Under the proposed plan, the existing parking area would be obliterated and it appears that a new parking area would be constructed. From review of the drawings, it also appears that the existing entrance sign and gate would be moved back from the road to allow access to the new parking area. The document should also indicate that the City will work with USACE to acquire any necessary easements to cross public lands at Falls Lake. | The City of Raleigh will coordinate with USACE on acquiring a permanent right-of-way easement across the public lands at Falls Lake and will coordinate on the revisions to the parking lot, gate, lighting and kiosk. |

Table 4: Agency Comments Received on the EA continued

| Comment No. | Comment | Response |
|-------------|---|--|
| 2 | The intersection with Falls Management Center Road as proposed would be right in / right out. While we recognize that the design attempts to maximize traffic flow and safety, we have concerns over the routing of incoming traffic to make a u-turn to access our facility. We regularly have tractor-trailer deliveries and large equipment (such as cranes) entering our area, as well as vehicles pulling boat trailers to access our boat ramp. Both large equipment and vehicles trailering boats will have difficulty executing u-turns. Several emergency and law enforcement agencies such as NC Wildlife Resources Commission, Wake County Sheriff's office, and local fire departments utilize the boat ramp. The public use of the location also occasionally requires access by emergency vehicles. We request consideration to of full-movement access and a traffic signal to allow for safe access to this facility. | The location of some intersection treatments is ongoing at this point and will be addressed during the final design stage of the project. The City will coordinate with USACE regarding the intersection treatment at this location once more details are available. |
| 3 | On page 80 – Section 4.4.2 references the Federal Land Policy and Management Act of 1976. The FLPMA only applies to Corps land that were withdrawn from status as public domain lands. Since the Corps lands at Falls were purchased from private landowners by the Corps and were not in public domain lands the FLPMA does not apply. Suggest that all sentence references to FLPMA be removed from 4.4.2 be eliminated. | Comment noted. Revision is included in Section 9 of this FONSI. |
| 4 | The preferred bridge alternative Option 1 includes bents in the river. We expect that this would result in requests for prior notice or coordination of releases from Falls Dam into the Neuse River and perhaps changes to our releases during construction. Suggest that they address any issues, anticipated requests, and proposed methods of coordination regarding releases in Section 4.20 Construction Effects. | The City and the contractor will be aware of the fluctuation of daily discharges from the facility and will be responsible for making contacts to determine the discharge amount and how to proceed with construction in a safe manner for each day. |
| 5 | Page 132 shows agencies that were asked to participate in scoping – note Regulatory is included but no comments are shown. Please ensure that Operations, through the POC of the Falls Lake Operations Project Manager is included on scoping for the bridge replacement. | Comment noted. |
| 6 | The preferred alternative drawings show an 8-foot multi-use path on the east side of Falls of Neuse Road. It is likely that users (bicyclists, runners, walkers, etc.) of this path would be interested in accessing the public lands at the Falls Dam and Visitor Assistance Center. We request consideration of a crosswalk or some other method of allowing the multi-use path users to safely cross Falls of Neuse at the Falls Management Center Road. | A mid-block pedestrian crossing was evaluated at this location and determined to not be feasible due to the low volume of pedestrian traffic, the high travel speed along the corridor and the limited sight distance at this location. Pedestrian crossings will be available at the signalized intersection at Dunn Road, 2000 feet to the south of the entrance to Falls Dam. |

15.0 SUMMARY OF REVISIONS TO THE EA

Following the circulation of the EA, the final design portion of the project was undertaken and included a revision to the design that shifted the roadway slightly to the west as it approaches the Neuse River. The revision was made to avoid impacts to the recently completed water line extending under the Neuse River. Additionally, due to the design shift and additional floodway analysis the bridge length was increased from 324 feet to 345 feet. The design changes resulted in lower impacts to the streams, riparian buffers and floodplains within the study area.

An updated floodplain analysis was completed based on the revised design, reducing the impacts to floodplains.

The Falls Lake property owned by USACE is not subject to the Federal Land Policy and Management Act as described in the EA because it was purchased from private landowners. The City will work with USACE to acquire any easements needed to cross public lands at Falls Lake.

Due to concerns raised at the public hearing and through coordination with NCDOT, the median width for the project was reduced from 23 feet to vary between 17.5 and 21.5 feet. In addition, the overall right-of-way width was reduced from 120 feet to 100 feet. These changes resulted in a slightly reduced footprint for the project.

16.0 ONLY PRACTICABLE ALTERNATIVE WETLAND FINDING

Executive Order 11990 established a national policy to avoid, to the extent possible, adverse impacts on wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative. The Recommended Alternative avoids all impacts to jurisdictional wetlands.

17.0 BASIS FOR FINDING OF NO SIGNIFICANT IMPACT

Based upon a detailed study of the proposed project as documented in the EA and upon comments received from federal, state, and local agencies and the public, it is the finding of the City of Raleigh, the NCDOT and the FHWA that this project will not have a significant impact upon the human or natural environment. Impacts are summarized in Table 5.

The project is not controversial from an environmental standpoint. No significant impacts to natural, ecological, cultural, or scenic resources are anticipated. Every effort has been made to avoid and/or minimize wetlands, streams and riparian buffers. Potential on-site mitigation opportunities exist but are limited; consequently, most of the mitigation requirements will be provided by the NC Ecosystem Enhancement Program. No significant impact on air or water quality is expected and no effects on federally listed endangered or threatened species are anticipated. The proposed project is consistent with local plans and will not disrupt any communities. In view of the above evaluation, it has been determined a FONSI is applicable for this project. Therefore, neither an EIS nor further environmental analysis will be required.

Table 5: Impacts

| Section of the EA | Significant Impact? |
|-----------------------------------|--|
| Section 4.1 | No. |
| Local Community | This project is compatible with the local communities in the project area. The project conforms to the City's Master Plan and other planning efforts. In addition, extensive coordination with local citizens was undertaken to ensure project designs were thoroughly explained and understood. |
| Section 4.1.1 | No. |
| Community Facilities and Services | The Falls Volunteer Fire Department is located on Falls of Neuse Road just north of Lowery Farm Road. Preliminary design options were reviewed with representatives from the Fire Department and several small changes were made to ensure the trucks would have unencumbered access at all times. The implementation of the Recommended Alternative should reduce response times for fire, rescue and police services by creating greater connectivity and moving traffic more efficiently. |
| Section 4.2 | No. |
| Land Use, Zoning and Development | This project is not expected to disrupt or change land use patterns other than for direct conversion of land for project right of way. The project is consistent with area land use plans and long range transportation plans. |
| Section 4.3 | No. |
| Parks and Recreation | The Recommended Alternative would improve access to study area parklands and recreational opportunities by increasing traffic capacity and providing new bicycle and pedestrian routes. Connections would be created to the Upper Neuse Greenway, local neighborhood greenways and a proposed whitewater park. |
| Section 4.4 | No. |
| Federally Owned Land | The Falls Lake impoundment entrance and a small parking lot area located off of Falls of the Neuse Road will be impacted by the Recommended Alternative. The impoundment is owned by the U.S. Army Corps of Engineers. In an agreement between the City and the Corps, the City agreed to relocate entrance signs and provide a new parking lot that accommodates the road widening project as well as additional parking demand to meet the needs of the reservoir's visitors. The City of Raleigh will obtain from the Corps a permanent right of way easement for the federal lands required for the project. |

Table 5: Impacts continued

| Section of the EA | Significant Impact? |
|---------------------------------|--|
| Section 4.5 | No. |
| Farmlands | Approximately 36 acres of Prime and Unique or Statewide or Local Important farmland could be converted or otherwise impacted by the project. An analysis was completed as required by the Farmland Protection Policy Act (FPPA) which determined that the project fell under the minimum requirement for further assessment; therefore, the project is in compliance with FPPA. |
| Section 4.6 | No. |
| Utilities | The City of Raleigh will coordinate utility impacts with utility providers to minimize impacts and reduce service interruptions. |
| Section 4.7 | No. |
| Relocations | For the Recommended Alternative, four residential relocations are anticipated and no relocations of businesses, churches, or farms are anticipated. Therefore, the project will not result in a significant impact to the human environment. |
| Section 4.8 | No. |
| Environmental Justice | An analysis completed for the project indicated that the study area relative to Raleigh, Wake County, and North Carolina has a lower percentage of population that is either a minority or low-income. Impacts associated with the project are expected to be concentrated along the project corridor. Of the four residential relocation identified for the Recommended Alternative, none are minority owned. Therefore, there are no disproportionate impacts to environmental justice populations from the Recommended Alternative. |
| Section 4.9 | No. |
| Historic and Cultural Resources | It has been determined that there are no historic architecture resources within the project study area that are eligible for National Register listing. |
| | In addition, findings for Phase I and II surveys completed for archaeological resources stated that none of the Build Alternatives will impact any archaeological resources. |
| Section 4.10 | No. |
| Flood Hazard Evaluation | The project study area contains one system that is designated by name on FEMA's Flood Insurance Rate Map (FIRM). The construction of the Recommended Alternative would encroach on the designated floodplain associated with the Neuse River. The encroachments are anticipated to be minor and are not likely to be significant, as the project would not raise the water elevation to a level that would affect insurable structures. |

Table 5: Impacts continued

| Section of the EA | Significant Impact? |
|---------------------|---|
| Section 4.11 | No. |
| Hazardous Materials | A small household dump site was located on the Leonard Tract just south of the river and on the east side of existing Falls of Neuse Road. In addition, several hazardous materials sites were recorded in the project study area. |
| | None of these sites fall within the right-of-way for the Recommended Alternative |
| Section 4.12 | No. |
| Noise | Design year (2035) traffic noise levels from the project are expected to approach or exceed the NCOT noise abatement criteria or substantially increase over existing noise levels for 71 receptors. Based on the NCDOT Noise Abatement Policy, noise barriers are not feasible or reasonable at any of the receptor locations. The projected increase in future noise levels are mostly due to the predicted increase in traffic volumes. Based on an analysis of the context and intensity of noise impacts for the proposed project, the future noise levels and associated impacts are representative of typical noise levels along a suburban arterial corridor for projects with widening of the existing facility and a segment of new alignment roadway and are not considered significant. |
| Section 4.13 | No. |
| Air Quality | The CO hotspot analysis and regional emissions analysis determined the project is in conformity with air quality standards. |
| | A quantitative Mobile Source Air Toxics (MSAT) analysis was performed for the project and determined MSAT emissions in 2035 are expected to be slightly higher with the construction of the project relative to the No Build Alternative. |
| | MSAT emissions for the Affected Transportation Network are predicted to decrease despite increases in vehicle miles traveled. MSAT emissions will be lower than present levels in the design year as a result of USEPA's vehicle and fuel regulations. |
| Section 4.14 | No. |
| Aesthetics | Overall, the project is not anticipated to have a substantial visual or aesthetic impact to community resources within the project study area or in the surrounding areas. |
| | The City of Raleigh will incorporate aesthetic elements into the final design of the project. Examples of possible aesthetic features are coloring of the structural elements, creating buffer areas, and landscape screening, |

Table 5: Impacts continued

| Section of the EA | Significant Impact? |
|-------------------------|---|
| 4.15.3 | No. |
| Soils | As a result of earthwork and various construction activities associated with the Recommended Alternative, the project would result in localized alterations of study area topography, geology, and soils within the right-of-way limits. Overall, the project is expected to have a negligible impact to the region's topography, geology, and loss or creation of soils. |
| 4.15.5 | No. |
| Biotic Resources | The project study area is in a disturbed state from decades of farming and other agricultural / land clearing activities. Many of the plant communities are already fragmented by previous human activities. |
| | Also due to the disturbed nature of the study area, all the faunal species observed are opportunistic species that will inhabit any and all of the terrestrial communities before and after construction of the project. |
| 4.15.9 | No. |
| Aquatic Resources | Construction of the Recommended Alternative may cause temporary impacts to aquatic communities due to sedimentation and reduced water quality resulting from project construction. Permanent impacts are not expected due to the implementation of Best Management Practices and other measures to avoid and minimize harm to aquatic systems. |
| 4.16.1 | No. |
| Water Quality | Impacts to water quality, as a result of the construction of the Recommended Alternative, are not expected to be significant. Impacts to water resources could include stormwater runoff, disruption of the substrate, increased sedimentation and siltation, and temporary decreases in dissolved oxygen during construction. Clearing and grubbing activities, as well as bridge and culvert construction activities could also impact water resources. Most impacts will be temporary in nature during project construction and limited to the immediate area of construction. All impacts will be minimized to the maximum extent feasible. |
| 4.17.1 | No. |
| Jurisdictional Wetlands | No impacts to jurisdictional wetlands are anticipated for the Recommended Alternative. |

Table 5: Impacts continued

| Section of the EA | Significant Impact? |
|-----------------------------|---|
| 4.17.3 | No. |
| Jurisdictional Streams | The Recommended Alternative will impact 702 linear feet of jurisdictional streams. |
| | The City of Raleigh will mitigate the impacts to the jurisdictional areas listed above. Therefore, the project will not will not have a significant impact to jurisdictional streams. |
| 4.17.4 | No. |
| Neuse River Buffers | The Recommended Alternative will impact approximately 23,457 square feet of Zone 1 and approximately 18,829 square feet of Zone 2 Neuse River Buffers. |
| | The City of Raleigh will mitigate the impacts to the buffer areas listed above. Therefore, the project will not will not have a significant impact to Neuse River Buffers. |
| 4.17.8 | No. |
| Required Permits | Construction of the project would result in activities requiring environmental regulatory permits from federal and state agencies. The City of Raleigh will obtain all necessary permits prior to construction. |
| | An off-site mitigation program based on in-lieu fee payments made to the NCDENR; Ecosystem Enhancement Program was established in 2003. Coordination with regulatory agencies determined that payment of an in-lieu fee would be an available and satisfactory option for off-site mitigation to satisfy any Federal Clean Water Act compensatory mitigation requirements for this project. |
| 4.18.1 | No. |
| Federally Protected Species | No federally protected species will be affected by the project. |
| 4.18.2 | No. |
| Species of Concern | The project does not affect any federal species of concern or state listed species. |
| 4.2 | No. |
| Construction | Since construction operations will be limited to the time needed to complete the project, both benefits and impacts to resources are considered temporary. To minimize these temporary impacts, the City of Raleigh will follow the NCDOT standards and specification to ensure that these impacts are minimized. |
| | Based on coordination with the environmental review agencies and the public, several commitments have been added to this FONSI to minimize construction impacts such as adhering to North Carolina regulations entitled " Design Standards in Sensitive Watersheds" (15A NCAC 04B.0124) and coordinating with officials at Falls Lake to monitor daily water releases from the dam. |

APPENDICES

Appendix A Public Hearing

Date: December 30, 2008

To: Sylvester Percival, City of Raleigh

From: Kim Leight, URS Corporation

Subject: Summary of EA Public Hearing
City of Raleigh Falls of Neuse Road Realignment and Widening
November 03, 2008 at Durant Road Nature Park

Approximately 80 citizens attended the EA Public Hearing on November 03, 2008. Sign in sheets are appended to this summary (Attachment 1)

The format of the meeting was a 1- hour open house from 6:00 PM to 7:00 PM where interested citizens had the opportunity to review a handout (Attachment 2) and preliminary mapping of the 4 alternatives as shown in the Environmental Assessment (EA) and make comments / ask questions with project staff present.

Next, the official EA Public Hearing was held from 7:00 PM to approximately 9:00 PM. The meeting began with Mr. Sylvester Percival from the City of Raleigh introducing the project and format for the upcoming Hearing. Mr. David Griffin and Mr. Ed Edens from URS Corporation, the City's consultant for the project, also spoke briefly about the findings from the EA (human, natural, and physical environment studies), National Environmental Policy Act (NEPA) compliance, and project design issues, respectively. The Hearing proceedings were recorded and are appended to this summary (Attachment 3).

Citizen comments on the EA were due by November 18, 2008. A summary of these comments/responses is also appended to this summary (Attachment 4).

A summary of the comments and concerns are summarized below:

Right-of-Way

A majority of the comments heard and recorded concerned the 6-lane cross section and 120-foot right-of-way necessary to plan for a future 6-lane cross section. Many citizens objected to the acquisition of this much property when the need for the 6-lane was in the future. Many citizens requested that a four-lane widening with a center median be selected for the widening project now and when the needs arises in the future, additional right of way be purchased for the ultimate build out to 6-lanes.

Traffic/Access Issues

More comments were heard related to access control options for the project. Citizens living adjacent to existing Falls of Neuse Road were concerned about control of access and not being able to turn left directly out of their driveway or development entrance. Citizens also questioned the validity of traffic projections and the need for widening to six lanes and correspondingly, the need for additional access control.

Noise

Many citizens living adjacent to existing Falls of Neuse Road were inquiring about noise walls between their individual properties or developments and the proposed project.

Safety

Comments were received from citizens about safety concerns, following two main trends; the first being concerns for the safety of property owners and their families when the widening was in place. Second, people were concerned about the speed of traffic and especially truck traffic.

Quality of Life

Issues heard included not wanting Falls of Neuse to turn into a commercialized area such as Capital Boulevard with speeding trucks, loud noise and too many signs and industrial lighting. Citizens wanted to retain the “residential” feel of the area as a neighborhood connector.

Mount Pleasant Baptist Church

Many concerns were voiced for the safety of members of the church with the loss of land/extra lane from the front of the church property. A sound proof barrier was requested for construction in front of the church. These citizens also supported a 4-lane widening as opposed to the 6-lane widening.

In addition, a petition was received from Mt. Pleasant Baptist Church with 173 signatures voicing support for 1) a barrier in front of the church for protection against out-of-control vehicles, and 2) a four-lane roadway. A copy of this petition is attached (Attachment 5).

Economic Impact

Many citizens believe home values in all the neighborhoods located along existing Falls of Neuse will decrease due to the proposed widening and adoption of the current plan would encourage flight from neighborhoods and industry to take their places.

Bridge

No citizen comments were received concerning the new structure over the Neuse River.

Paddy Hollow Lane Opening

Residents in the Oakcroft community were opposed to the opening of Paddy Hollow Lane for several reasons including; safety, quality of life and home values. Citizens do not want their neighborhood opened up to increased, high speed traffic.

Miscellaneous

Daltons Ridge community was against a sidewalk being added along the west side of project, and collectively against city taxes being spent to build the sidewalk. They were also against the 6 lane cross section. A petition was signed and is attached (Attachment 6).

A community and citizen collective (North Raleigh Coalition of Homeowner’s Associations or NORCHA) signed a resolution (Attachment 7) with the following stated:

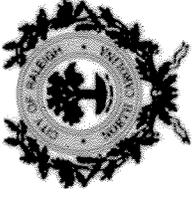
RESOLUTION: The easements and rights of ways be sufficiently wide and aligned in such a manner that they only accommodate: 1) Two north lanes with a continuous throughway. 2) Two south lanes with a continuous throughway. 3) A properly marked free-flow center turning lane. 4) Adequate landscaping and noise mitigation be installed for the protection of all affected residents/neighborhoods on or near the widened roadway and replacement of any trees that might be negatively affected with trees of similar size and species. 5) Protected crosswalks shall be installed at each traffic control signal. 6) A protected bicycle/pedestrian (multi-use) path shall be installed on the east side of Falls of Neuse Road, connecting to the existing path, which currently ends at Raven Ridge. 7) Two designated bicycle lanes, each two feet in width to be created by increasing the width of the outer traffic lane in each direction from 11 to 13 feet. 8) No sidewalk is needed or desired on the west side of Falls of Neuse Road.

Comments or concerns can be directed to Mr. Sylvester Percival, EI, City of Raleigh, 919-996-3030.

Attachment 1 Sign In Sheets

ENVIRONMENTAL ASSESSMENT PUBLIC HEARING AND 65% DESIGN PUBLIC MEETING

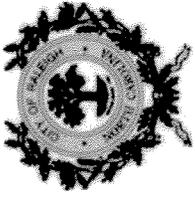
CITY OF RALEIGH, NORTH CAROLINA
FALLS OF NEUSE ROAD REALIGNMENT AND WIDENING



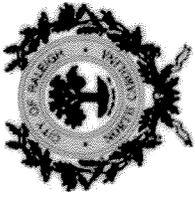
| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|------------------|------------------------------------|------------------------------|
| PLEASE PRINT | | |
| Jocia Given | 2008 WIDE RIVER DR. 27614 | dgiven@teacher.com |
| Derwin Creech | 628A Mudham Rd. Wendell. | derwin.creech@JwHomes.com |
| PURSHOTAM RAJANI | 1905 FALLS FARM KING, 27614 | PERCY@RAJANI.NAME |
| Robert Wilson | 1216 Rocky Toad Rd. | wilubu@aol.com |
| Gene Senecal | 1320 Kings Grant Dr. Raleigh 27614 | GENE@SENECAL.COM |
| Sandy Ray | 1200 FALLS TOWER LN 27614 | |
| ROBERT GALE | 11300 PADDY HOLLOW LN | robgale@aol.com |
| SAM RABON | 1301 OCTOBER RD | r.samuel.rabon@earthlink.net |
| ERNEST GRIMES | 2004 LOATERY FARM LN | egrimes5@yahoo.com |
| James Deming | 12609 Waterbury Park Ln | jmotRabigh@gmail.com |

ENVIRONMENTAL ASSESSMENT PUBLIC HEARING AND 65% DESIGN PUBLIC MEETING

CITY OF RALEIGH, NORTH CAROLINA
FALLS OF NEUSE ROAD REALIGNMENT AND WIDENING



| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|-------------------------|--|---------------------------|
| PLEASE PRINT | | |
| RANDY RAY | 10901 Falls of Neuse | rayfarmer@nc.rr.com |
| MARK MCKAY | 11911 Wake Bluff Dr. | MARKMCKAY@yahoo.com |
| Sandra Hobbe | 10404 Cokesbury Lane | |
| Albert Justice | 1117 Carlisle St. Raleigh, N.C. 27610 | |
| Carol Banaitis | 11405 Falls of Neuse Rd Wake Forest NC 27587 | |
| ED Schwartz | 10326 Evergreen Spring Rd. Raleigh | |
| Teri Schwartz | 10326 Evergreen Spring Rd. Raleigh | |
| Jim Simons | 2108 Covered Bridge Ct. Raleigh, NC 27614 | jim.simons@email.net |
| Bruce & Nancy Spaulding | 11621 Midway Rd. Raleigh, NC | |
| Nail + Helen Frank | 11500 Midway Rd. Raleigh, NC 27614 | nfrank@mindspring.com |

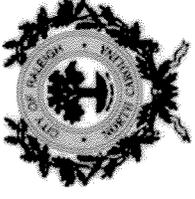


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FALLS OF NEUSE ROAD REALIGNMENT AND WIDENING

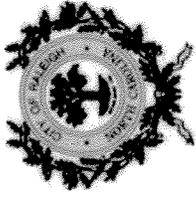
| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|----------------------|--|---------------------------|
| PLEASE PRINT | | |
| Gregory Barley | 3117 Sweet Cherry Ct Raleigh, NC gbarley@msn.com / 919.488-5340 | gbarley@msn.com |
| David Gill | Mt. Pleasant Baptist Church | dgill16@nc.rr.com |
| Manny Marlett | 11220 Paddy Hollow Lane Raleigh, N.C 27614 | IMARLET@NC.rr.com |
| Darrell Pickett | 1920 DUNN ROAD RALEIGH NC 27614 | |
| Calvin Dunn | 1920 DUNN RD RAL NC 27614 | |
| FRED CHAUNCEY | 1716 1716 WILMINGTON DR 27614 | CHAUNCEY@NC.rr.com |
| Elizabeth J. Jenkins | 1312 Falls of Neuse Rd 27614 | |
| ANDREW TOPP | 13200 Ellesmere Ct 27614 | |
| Beau Mills | 10812 Sagehurst Place, Raleigh, NC 27614 | beau@fountainworks.com |
| Dennis Kolb | 2106 Horcom Ave, Raleigh, NC 27614 | Constantcomm1@nc.rr.com |

ENVIRONMENTAL ASSESSMENT PUBLIC HEARING AND 65% DESIGN PUBLIC MEETING

CITY OF RALEIGH, NORTH CAROLINA
FALLS OF NEUSE ROAD REALIGNMENT AND WIDENING



| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|---------------------|---|------------------------------|
| PLEASE PRINT | | |
| BRIAN K. EASON | Raleigh NC 1305 Cool Spring Rd 27614 | bkejme@mindspring.com |
| Justin PATSEY | MORRISVILLE 101-A QUAILS FIELD CT NC 27560 | justin.patsey@johns.com |
| William Kasior | Raleigh 9341 Tabriz Pk 27614 | william2486@hotmail.com |
| Anita Kasior | 9341 Tabriz Pt 27614 | |
| JOHN SHILO HITE | 9401 Ferrisboro Dr 27114 | hitejpo@gmail.com |
| MARK HOBBER | 2413 ST PAULS SQUARE | MJHOBBER@nc.rr.com |
| Deanna Shaver | 11504 Midlavian Dr. | |
| Charles Shaver | 11504 Midlavian Dr. | CSHAVER@NC.rr.com |
| TIM NILES | 11509 Midlavian Dr. | TimNiles@earthlink.net |
| Lisa Cleodonia | 11304 Paddy Hollow | mceledonia@earthlink.net |



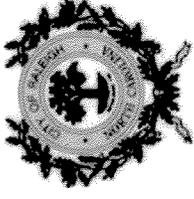
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FALLS OF NEUSE ROAD REALIGNMENT AND WIDENING

| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|-----------------------|-------------------------------------|---------------------------|
| PLEASE PRINT | | |
| Dorothy Nemy | 11221 PADDY HOLLOW LN. | alden@earthlink.net |
| Antonio Garcia | 11305 Paddy Hollow Lane | garcia.amps@yahoo.com |
| Linda Cafus Strother | 10805 September Ct, Rd. 102 | Linda.Kathleen@ad.com |
| Donald J Reate | 8463 ST. Paul's Sq Rd 27014 | --- |
| Debra Williams | 1500 Whittington Dr | --- |
| Patricia Berger | 11508 Millcreek Dr. | Lpberger@bellsouth.net |
| John Manzyk | 1241 Kings Grant Dr. Raleigh 27614 | manzyk@bellsouth.net |
| Wallie Justice | 10620 Dominion Ct, Rd. 102 27614 | wjustice@nc.rr.com |
| Robin Rebecca Vaughan | 2728 Sway Meadow Ct. Raleigh 27614 | |
| Ross Johnson | 213 Oberlin Rd | |

ENVIRONMENTAL ASSESSMENT PUBLIC HEARING AND 65% DESIGN PUBLIC MEETING

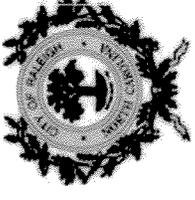
CITY OF RALEIGH, NORTH CAROLINA
FALLS OF NEUSE ROAD REALIGNMENT AND WIDENING



| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|--|----------------------------------|---------------------------|
|  PLEASE PRINT | | |
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| Steve Smith | 11515 Azari Ct. | |
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| JOHN GAFFNEY | 1304 Kings Grant Dr. | |
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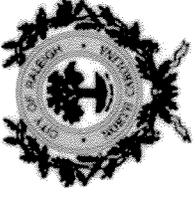
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CITY OF RALEIGH, NORTH CAROLINA
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| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|--|--|---------------------------|
|  PLEASE PRINT | | |
| Georgetta Wooten | 1205 Shining Water Ln, Raleigh, NC 27614 | |
| John H. " | " " " " | |
| FIONA HAUSER | 1710 BENNETT ST. RAL. NC 27604 | |
| LISA RYAN | 11512 AZARIC ST. RAL, NC 27614 | |
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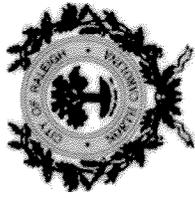
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| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|---|----------------------------------|---------------------------|
|  <p>PLEASE PRINT</p> | | |
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| DANNIS V. DUPRE | 10604 LONGHOLME WAY | DDUPRE@YAHOO.COM |
| DARWIN JACKSON | 9728 FORTVILLE RD. | |
| Jason & Daisy McGinnis | 1505 Arroyo Ct | |
| DONNA KEENER | 1420 Cool Spring Rd | |
| BOB & EURASIA SMITH | 11521 MIDAVIAN DR | |
| Adena Brown | 1200 Shining Water Ln 27614 | |
| FRANK TOOKE | 1201 SHINING WATER LN | |
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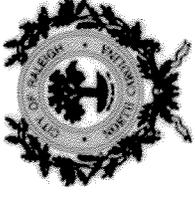
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| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
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| Rodger Kopman | 2214 The Loch, 27608 | |
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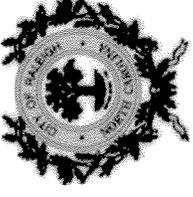
| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|------------------|----------------------------------|---------------------------|
| PLEASE PRINT | | |
| Byran Jimenez | 11824 Wake Bluff Dr. | byransor1@mac.com |
| David Cox | 1902 Stonyface Ct. | david@guffy.net |
| Mary-Ann Baldwin | Raleigh City Council | |
| Tommy Charter | 5720 ACAPITAL BLVD RAL | |
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**ENVIRONMENTAL ASSESSMENT PUBLIC HEARING
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| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|--|----------------------------------|---------------------------|
|  PLEASE PRINT | | |
| Denise Tucker | 2206 Wide River Dr 327-3206 | dtout40@aol.com |
| Angel Dowden | 9342 Tabriz Point 449-0424 | adowden@hotmail.com |
| Janet Pryor | 1817 Whittington Dr. 844-9997 | janetpryor@nc.rr.com |
| Philip Palmeri | 1920 High Holly Ln. 845-5395 | ppalmeri@kellsorkr.net |
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**ENVIRONMENTAL ASSESSMENT PUBLIC HEARING
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CITY OF RALEIGH, NORTH CAROLINA
FALLS OF NEUSE ROAD REALIGNMENT AND WIDENING



| NAME/AGENCY | MAILING ADDRESS/TELEPHONE NUMBER | E-MAIL ADDRESS (OPTIONAL) |
|--|----------------------------------|---------------------------|
|  PLEASE PRINT | | |
| Horace Dunn | 1925 Dunn Road 27644 | |
| Jesse Dunn (William Dunn) | " both on Dunn Rd. | |
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Attachment 2 Hearing Handout



**PUBLIC HEARING City of Raleigh Falls of Neuse Road
Realignment and Widening Project From Raven Ridge Road to New Falls of Neuse
Road November 03, 2008**

Welcome! Pre-Hearing Open House: Monday, November 03, 2008; 6:00 PM to 7:00 PM Formal Presentation: Monday, November 03, 2008; 7:00PM Design Public Meeting (65%): Monday, November 03, 2008; Approximately 30 minutes following the end of the Public Hearing.

Thank you for attending the Public Hearing for the City of Raleigh Falls of Neuse Road Realignment and Widening Project. The objectives of tonight's hearing are as follows:

- 1 The first objective is to provide all interested parties with another opportunity to review results from the recently completed Environmental Assessment (EA). Representative staff will be present to answer questions during the informal part of the meeting scheduled for **6:00 PM to 7:00 PM**. Copies of the EA and mapping of the Recommended Alternative have been available for public review since October 03, 2008 at the North Ridge Public Library, Falls Lake Visitor Assistance Center, City of Raleigh Public Works Department, and URS Morrisville Office. The materials will be available through November 18, 2008.
- 2 Next is to provide a formal setting for all interested parties to voice concerns or make project-related comments. The Hearing will begin at **7:00 PM**. Remember that this is a recording only and debates are out of place. Also the Public Hearing is not to be used a popular referendum to determine the location and/or design by a majority vote of those present.
- 3 Finally, the third objective is to provide all interested parties with an opportunity to view the Recommended Alternative at a higher level of design completion. Approximately 30 minutes following the completion of the Public Hearing, staff will display the alternative map with 65% design completion and answer citizen's questions about the design.

HISTORY Three (3) alternatives were presented in the January 29, 2008 workshop. Based on comments received as a result of the workshop, a fourth (4) alternative concept was created. All four (4) alternatives were presented at the July 17, 2008 Corridor Public Meeting. Since then, City consultants have completed planning, environmental, and preliminary design studies to improve the existing roadway and create a new crossing of the Neuse River. The City has reviewed citizen input, resource agency concerns, design guidelines, and results of all technical studies, and selected Alternative 4 as the Recommended Alternative. An Environmental Assessment documenting the selection was approved in September 2008. The information shown here tonight is the result of these actions.

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 here tonight during the formal presentation or by writing them on the attached, pre-addressed comment sheet. All comments will be taken into consideration during the final design of the project.

Please leave the comments with a representative of the City of Raleigh, or mail your comments to Mr. Sylvester Percival at the following address by November 18, 2008:

CITY OF RALEIGH

Sylvester Percival, EI, Project Engineer 919-996-4053 telephone

Public Works Department 919-996-7643 fax

City of Raleigh sylvester.percival@ci.raleigh.nc.us

P.O. Box 590

Raleigh, NC 27602

Project Details: The overall project calls for Falls of Neuse Road to be widened to a multi-lane roadway beginning south of Raven Ridge Road and continuing on existing alignment to approximately Lowery Farms Road then traversing on new location across the Neuse River to connect to New Falls of Neuse Road in Wakefield.

This project is currently planned to be constructed in two (2) phases: The first phase constructed will be the new location section beginning near Lowery Farms Road. As part of Phase 1, a new bridge crossing of the Neuse River will be constructed. This section is approximately 4,200 feet long and is being constructed first to allow for an alternate north/south route in advance of NCDOT's B-4660 project to replace the existing Falls of Neuse Bridge over the Neuse River. The second phase of the project will be constructed following completion of Phase 1 and will involve widening Falls of Neuse Road for approximately 7,500 feet from just south of Raven Ridge Road, to connect to the end of Phase 1 near Lowery Farms Road.

Length of Project: The project length is approximately 2.24 miles. Adjacent connecting roadways will be tied back into the widened Falls of Neuse Road with the exception of Lowery Farms Road and Fonville Road. Existing Falls of Neuse Road will be realigned to connect with an extension of Wide River Drive and form a new intersection with the extension of Falls of Neuse Road. This realignment is approximately 2,100 feet in length.

Approximate Cost: The estimated construction cost of the proposed project, including the new bridge over the Neuse River is approximately \$21 million.

Purpose of the Project: Existing traffic volumes on Falls of the Neuse Road within and surrounding the study area range from 14,200 AADT to 40,000 AADT (annual average daily traffic) and volumes on New Falls of Neuse Road range from 4,400 AADT to 21,200 AADT. The primary purposes of the proposed project are:

- **Improve north/south connectivity and local and regional access on project study area roadways in North Raleigh and northern Wake County.** *Needs Addressed:* The City of Raleigh, Town of Wake Forest, and Wake County as a whole, experienced unprecedented levels of growth over the past 30 years. Much of this growth occurred and is still occurring in North Raleigh and areas north of the City extending along existing Falls of Neuse Road to the Town of Wake Forest including NC 98. The existing road network, including north-south crossings of the Neuse River, has created an unsafe roadway facility that does not support associated increases in traffic volumes and changing travel patterns.
- **Increase traffic capacity on congested roadway segments.** *Needs Addressed:* The traffic capacity studies show that in the project study area, existing signalized intersections at Raven Ridge Road, Dunn Road, and Wakefield Pines Drive are currently operating at congested conditions, and are at or near capacity levels in either the morning or afternoon peak travel hours. In the future (Year 2035), the same three (3) signalized intersections will experience breakdown traffic flows, increased over capacity issues, and reduced travel speeds in both the morning and afternoon peak travel hours without the proposed project in place.

Proposed Typical Sections (Figure 1): The typical section for this project will be a 4-lane median-divided facility with accommodations to be widened in the future to an ultimate 6-lane roadway. The project will include a 5-foot concrete sidewalk on the west side and an 8-foot asphalt multi-use path on the east with a connection to the future Upper Neuse Greenway.

Proposed Right-Of-Way: Additional right-of-way will be acquired as needed on the east and west sides of Falls of Neuse Road and the new location segment from Fonville Road north to New Falls of Neuse Road. Additional easements will be acquired as needed to construct the project's slopes, utilities, and drainage structures. A minimum of 120-foot right-of-way width will be acquired for this project to encompass the planned ultimate typical section of six lanes.

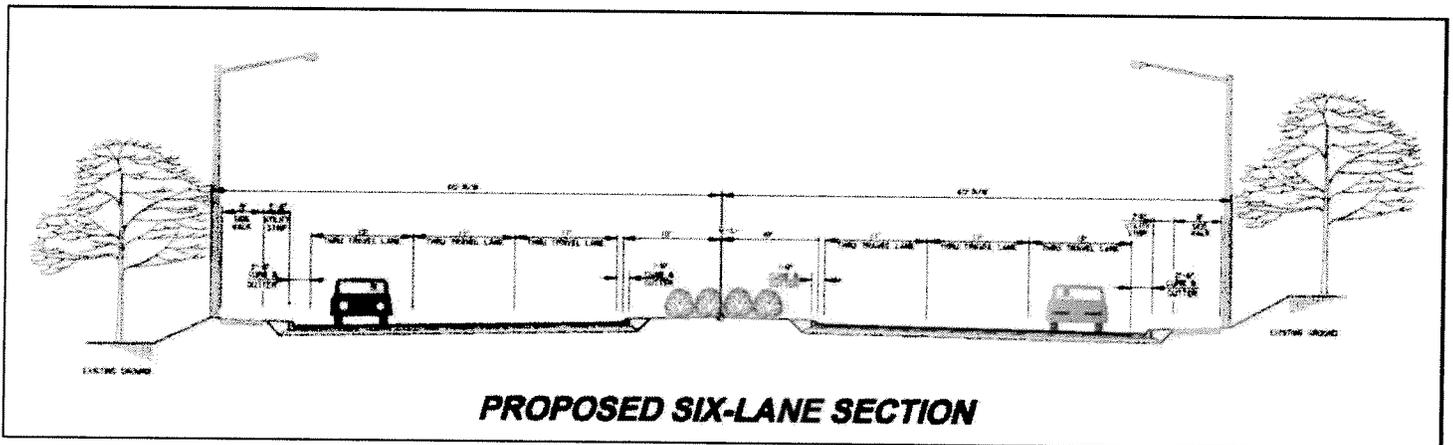
Assessments: A Public Hearing will be held through Raleigh's City Council to authorize this project as an assessment project. Assessments will be at an anticipated rate of \$6.00 per linear foot for sidewalk, \$32.00 per linear foot of frontage for residentially zoned properties, and \$64.00 per linear foot of frontage for non-residentially zoned properties.

Project Schedule:

Environmental Assessment (EA) Complete September 2008 EA Public Hearing November 03, 2008
Design Public Meeting (65% Design) November 03, 2008 Council Public Hearing December 2008
Finding of No Significant Impact (FONSI) Complete January 2009 Right of Way Acquisition Begins
Spring 2009 Construction Begins (New Alignment) Early Summer 2009 Construction Begins
(Widening) Post Year 2009

The City of Raleigh will update the Falls of Neuse Road Realignment and Widening project website periodically. Please check WWW.RALEIGHNC.GOV and look for the link at the top of the page to “Current Projects” and “Transportation Projects”. Thank you for your interest and participation!

Figure 1



SUMMARY OF THE PROJECT STEPS

With regards to the National Environmental Policy Act (NEPA) Pertinent to the City of Raleigh Falls of Neuse Road Realignment and Widening Project

Section 102 of the National Environmental Policy Act (NEPA), as amended, requires all agencies of the federal government to prepare and include a recommendation for any major federal actions significantly affecting the quality of the human environment. A portion of the funding for the proposed project will come through the Federal Highway Administration (FHWA) and thus, the Falls of Neuse Road Realignment and Widening project is subject to applicable NEPA requirements. The following steps provide a brief overview of the process:

Identify Purpose and Need: The first step in the process is the Purpose and Need, which provides the intent and justification for an intended action to address a specified transportation-related problem. Purpose and Need provides the foundation of a project under NEPA and the Clean Water Act (CWA), provides a baseline for developing alternative scenarios, and explains why the expenditure of funds is necessary.

Collect Data on Project Study Area / Analyze Preliminary Alternatives: After a project study area is defined, data are collected from various sources including GIS databases, document searches at agencies such as the NC Natural Heritage Program and the State Historic Preservation Office, on-line resources, and from direct field observations. An environmental features study area map is created from all data discovered during the searches. The map is used as a base for identifying alternatives to satisfy the Purpose and Need. Once preliminary alternatives are identified, each is compared against important features (human, natural, or physical) in the project study area and against each other. Alternatives that have high probable impacts are eliminated.

Select Detailed Study Alternatives: Based on citizen input, comments received from federal, state, and local agencies, and results of all technical studies, alternatives are developed, analyzed in greater detail, and addressed in the EA.

Publish Environmental Assessment (EA): The documentation of the Purpose and Need, results from data collection studies, alternatives analysis, and public involvement activities are included in the EA. The EA is the principal instrument used in NEPA for investigating impacts. The findings of the EA are used to determine if project impacts are significant enough that the preparation of an Environmental Impact Statement (EIS) is required. If the EA provides clear and convincing evidence that the project would not result in significant impacts, or that any significant impacts can be mitigated to the point of non-significance, then a Finding of No Significant Impact (FONSI) will be prepared.

Select Preferred Alternative: Based on citizen input, comments received from federal, state, and local agencies, results of all technical studies, and revised design studies, an alternative is selected by the project team as “preferred”.

Finding of No Significant Impact (FONSI): Where the EA demonstrates an accurate, unbiased, scientific basis for determining significance, the FONSI will document the actual judgment regarding the significance of each impact. In addition, if any additional information comes to light prior to the finalization of the FONSI, that information will become part of the FONSI.

Purchase Right of Way: After a FONSI is approved and signed, right of way contacts can begin.

Construct Project: Construction begins when final designs are approved and necessary permits are in place.

Attachment 3 Hearing Transcript

ENVIRONMENTAL ASSESSMENT PUBLIC HEARING

City of Raleigh
Falls of Neuse Road
Realignment and Widening Project

MONDAY, NOVEMBER 3, 2008

7:05 P.M.

DURANT NATURE PARK COMMUNITY CENTER
8305 CAMP DURANT ROAD
RALEIGH, NORTH CAROLINA

Garrett Reporting Service

Professional Stenomask For The Record

Post Office Box 98475

Raleigh, North Carolina 27624-8475

(919) 676-1502 – Facsimile 676-2277

P R O C E E D I N G S

1
2 MR. PERCIVAL: Good evening, ladies and gentlemen,
3 and welcome to the Falls of Neuse Road Realignment and Widening
4 Project meetings. And I say meetings because we actually -- we
5 have scheduled two meetings here tonight. The first meeting is
6 considered the public hearing that's associated with the
7 environmental assessment document that we recently completed as
8 part of this project.

9 The second meeting is actually considered a design
10 public meeting that will shortly follow the hearing, and I'll
11 provide you a little bit more information regarding the
12 structure of both meetings in a few minutes.

13 First, I'd like to introduce myself as well as many
14 other members of the city staff who are present with us today
15 or this evening, as well as our consultant team. My name is
16 Sylvester Percival. I've had the wonderful opportunity of
17 meeting many of you -- meeting and/or communicating with many
18 of you. I work with the City of Raleigh's Public Works
19 Department. I'm considered the project manager and is
20 scheduled to oversee both the design as well as construction of
21 this project.

22 Present with us this evening are two council --
23 councilors. I'd like to point them out for you. Three
24 councilors. And as I -- as I point them out, if you don't mind
25 just raising your hand for me, please.

1 Councilor Koopman, Rodger Koopman, is actually
2 raising his hand there. Next to Councilor Koopman is
3 Councilor ---

4 MS. BALDWIN: Mary-Ann Baldwin ---

5 MR. PERCIVAL: Mary-Ann Baldwin.

6 MS. BALDWIN: --- Raleigh City Council at Large.

7 (Inaudible.)

8 MR. PERCIVAL: Thank you very much. As well as
9 Councilor Russ Stephenson. All right. Thank you.

10 Public Works Director Carl Dawson is standing back
11 there as well. Carl, if you don't mind raising your hand a
12 second.

13 Other city staff members here with us tonight is Lynn
14 Raynor, Eric Lamb, David Fix, Greg Pittman, M.A. Robertson. Am
15 I forgetting anyone?

16 (No response.)

17 MR. PERCIVAL: Okay. I think I've covered them all.
18 I'd like to also introduce to you two members of our consulting
19 team. There are many others here this evening. However, the
20 two that you will hear from directly is Mr. David Griffin of
21 URS, as well as Ed Edens.

22 Okay. As you-all get settled in, I'd like to just
23 give you a little bit of an idea how the remaining meeting will
24 actually take place. In a few minutes, I will provide you with
25 a brief history of the project. Following the history, we will

1 start the public hearing with a brief introduction by URS.
2 Then we'd like to open up the -- the hearing to comments. I'll
3 provide you a little bit more information on the actual hearing
4 in a little bit.

5 Following the public hearing will be a design public
6 meeting and then following the -- the public meeting session
7 will actually end with a question-and-answer session during
8 which you who are present here tonight will be allowed to ask
9 questions and we will be allowed to address them during this
10 meeting.

11 I would like to note that the -- the public hearing
12 that is expected to follow very shortly is considered just
13 that. We'll -- we'll not be allowed to address comments
14 directly. Your comments will be recorded.

15 There are some rules that we will reinforce as we go
16 through the -- the -- the -- the meeting session. Just to give
17 you a couple of them right now is that we will be allowing
18 three minutes each for you to speak. We ask that you please
19 don't disturb others who are trying to speak. I would like to
20 remind you that these comments are going to be recorded.

21 Following the -- the closure of the hearing, we'll
22 actually allow an additional fifteen minutes for individual
23 comments to -- to be recorded for those who just don't like the
24 idea of standing in front of the crowd and -- and speaking out.

25 Following that fifteen minutes, we'll actually start

1 the design public meeting. Additional comments -- hearing
2 comments will be allowed; however, they'll have to be submitted
3 in the form -- there is a comment sheet that we provided as
4 part of the handout for the meeting. Those comments will be
5 allowed to us no later than the 18th of November. So we will
6 be receiving additional comments based on the -- the public
7 hearing no later than -- up to but no later than November 18th.

8 All right. Just to give you a little bit of idea of
9 the history of this project, the Falls of Neuse Road has always
10 been considered a major road within our city. It actually
11 leads from the outside of our city limits to the core or the
12 heart of our city. So it's no surprise that this road, just
13 like several others, is considered a main street.

14 It has been classified on our thoroughfare system as
15 a major thoroughfare since the 1960s, and since the 1990s, it
16 actually has been upgraded to a secondary arterial, meaning a
17 six-lane section. That's the reason why we're actually
18 presenting that or showing that to you as well. We've shown it
19 to you as part of our environmental documentation process.

20 The -- we've -- actually, our consultant has taken
21 existing traffic counts that put traffic somewhere in the
22 vicinity of twenty-five thousand in terms of average daily
23 traffic volumes. This traffic volume is expected to increase
24 to about a little under forty, forty-five thousand by -- in
25 thirty years from now. So you can see that there's a dire need

1 for the project.

2 Most of you are aware of the -- of the congestion
3 that is currently occurring along Falls of Neuse today, and
4 it's only projected to get worse. The general funding for this
5 project was approved as part of the 2005 bond referendum. I
6 did mention that to you during our July 17th meeting. Since
7 funding was approved, we've actually gotten Council's
8 permission to start design, got URS approved as a design
9 consultant, and we've actually offered several input
10 opportunities to you since we started design.

11 We've received them. We've noted them, evaluated
12 them and have made changes -- in some cases, a lot of the
13 changes. We've also consulted with various agencies -- NC DOT
14 as well as other environmental permitting agencies -- and as a
15 result of those consultations, certain (inaudible) changes were
16 allowed, which we've made. And you'll hear more and more about
17 this as we start the -- the design session -- design -- design
18 public meeting session following the public hearing.

19 At this point, I'd like to introduce again or bring
20 to the mic Mr. David Griffin, who will actually start the
21 public hearing with a brief presentation.

22 MR. GRIFFIN: Thank you, Sylvester. As Sylvester
23 mentioned, this project does involve some federal funding, so
24 we will be following the National Environmental Policy Act
25 process. There are a number of steps involved in that process.

1 We call it the NEPA process, and I'm going to walk you through
2 some of those before we get started with the hearing.

3 The public hearing is a part of the NEPA process. So
4 your comments tonight are important. They pertain to the
5 environmental assessment that was prepared. The document has
6 been in the library and a few other places. We've put public
7 notices in the newspaper for availability for your review,
8 along with the twenty-five percent -- we'll call them the
9 twenty-five percent plan sheets for the recommended
10 alternative, which is Alternative 4.

11 Just a little bit of history, we had a meeting --
12 when was the last meeting, back in ---

13 MR. EDENS: July.

14 MR. GRIFFIN: July. July. Where we -- we met
15 here. We had a workshop to review the alternatives, and at
16 that time, we presented the four alternatives.

17 Prior to that, we had had only three alternatives.
18 The fourth alternative came about as a result of your comments
19 that we received at an earlier meeting earlier on in 2008. So
20 we developed Alternative 4 as a result of those comments.

21 It's kind of a combination of two of the alternatives
22 and a little bit of tweaking here and there, but it's a
23 best-fit alternative that we feel warranted recommendation as
24 the preferred alternative. So that is what is addressed in the
25 environmental assessment.

1 We'll talk a little bit about our process here.
2 First, the project itself on the south end begins near Raven
3 Ridge Road. It follows the existing alignment northward up to
4 about Fonville Road and then goes on new location across the
5 Neuse River to tie into Neuse -- New Falls of Neuse Road on the
6 north end. The southern portion involves widening of the
7 existing facility. The northern portion is relocation of the
8 bridge over the Neuse River.

9 Once again, the NEPA process is -- is quite complex
10 and a lot of steps that you have to go through as you're
11 looking at -- at a project.

12 First of all, you have to identify the need for the
13 project. This more or less justifies the expenditures and the
14 funds. And, again, these are the federal requirements. The
15 state also has the same types of requirements under the state
16 Environmental Policy Act. The NEPA process also satisfies the
17 state Environmental Policy Act process.

18 We then go out and collect certain types of data in
19 the study area where the road might go. We develop some
20 preliminary alternatives. We analyze those alternatives, and
21 as a result of our preliminary analysis, we reduce those down
22 to alternatives that seem reasonable and feasible and can work.
23 Those are what we call our detailed study alternatives.

24 We then follow up with more field work and data
25 collection, traffic studies, noise analyses, all the things

1 that go through with the design; coming up with design
2 footprints, if you will, where the right of way will be, where
3 the (inaudible) slope is going to be, where your impact area is
4 going to be.

5 And then we evaluate the impacts to various
6 resources: the human environment, natural environment. Things
7 like wetlands and streams are probably more obvious that we
8 care about, but we also look at the human environment, things
9 such as socioeconomics, noise, air quality and the like. We
10 then publish an environmental assessment. That's the report I
11 just (inaudible) a minute ago. That's a formal document that's
12 signed by the city. It's also signed by the federal highway
13 administration, and it's released to regulatory and resource
14 agencies for review. It's also placed in public areas, like
15 the library, for the public to review.

16 We then hold a public hearing. That's why we're here
17 tonight. This allows us to get comments from you and the
18 agencies. The agencies require a comment period now as well
19 with regard to the impacts that were disclosed, the
20 alternatives that were presented. The recommended alternative,
21 which is Alternative 4, is being presented. This allows you to
22 make comments with regard to all those things.

23 Once we receive the comments back -- November 18th is
24 the deadline -- we'll accumulate those comments, compile them,
25 analyze them, sort them according to subject matter/topic,

1 respond to those comments and prepare a final environmental
2 document.

3 We, at this point, anticipate that it will be
4 considered a finding of no significant impact, but we need to
5 wait until those comments come in before we can move forward
6 with that. At that point, the project will then move forward
7 into final design, construction, right of way acquisition and
8 those steps associated with construction of the project.

9 Initially, one of the first steps that we've got to
10 do is look at a need for the project. We identified several
11 needs in the environmental assessment. There may be more.
12 They're -- everybody has their own perception of what -- why a
13 project is needed.

14 The ones we analyzed in the environmental assessment
15 to improve more southbound activity; to improve local and
16 regional access on project -- on the project study area
17 roadways in North Raleigh and Wake County; to increase capacity
18 of congested roadway segments, which will improve safety along
19 Falls of Neuse Road.

20 Once again, we looked at four study alternatives,
21 and, again, I'm referring to the environmental assessment that
22 was prepared. As we went through developing these
23 alternatives, the first three alternatives, it was kind of an
24 interim process. We tried to attain higher and higher and
25 higher levels of service with regard to traffic while

1 minimizing impact on the human and natural environments.

2 We looked at various structural layouts for crossing
3 the Neuse River, various span designs and those sorts of
4 things, once again, trying to minimize impacts to the river
5 while satisfying the roadway needs. Again, Alternative 4 was
6 added as a result of the comments received in one of our
7 workshops. Alternative 4 became our recommended alternative.

8 Just a quick review of some of the things, we looked
9 at natural resources. We looked at traffic, levels of service,
10 turning movements. We looked at accident rates. We looked at
11 noise, air quality, community facilities, floodplain impacts.
12 We prepared the environmental assessment.

13 In that assessment, we disclosed that all
14 alternatives studied had four relocations. They all have
15 similar traffic and noise predictions, minor impacts to the
16 Neuse River as well as the riparian buffers along the Neuse
17 River, and we determined that there are no adverse affects to
18 the community facilities or services.

19 Again, Alternative 4 was recommended as the preferred
20 alternative.

21 So where do we go from here? First of all, the EA's
22 been signed by all the parties that need to sign the EA: FHWA,
23 city officials. It was reviewed by North Carolina DOT. They
24 served as -- as a conduit between the city and FHWA.

25 We're holding the public hearing tonight. We'll

1 review and evaluate the response and comments we -- we receive
2 tonight and in writing for the next several weeks, before the
3 18th. We need to do the same for any agencies that have any
4 comments to make about the impacts that we have.

5 We'll prepare the final document. There will be a
6 design public hearing, another opportunity for you-all to
7 comment, at some future point. I don't think that meeting has
8 been determined and the full extent of it yet, but it will be
9 soon. We'll proceed with right of way acquisition and then
10 construction.

11 Again, tonight's hearing is just -- just part of the
12 public involvement process. You'll recall we've had several
13 workshops. We've had mailings go out with some information to
14 keep everybody informed. You'll have a -- a subsequent
15 opportunity for public comment during the design phase.

16 We are recording your comments tonight. We have a
17 reporter over here who will record everything that's said. We
18 want to make sure we get an accurate record of what's being
19 said so that we can respond to those accordingly.

20 We'll accept written comments until November 18th.
21 There were forms as you came in in the back. They have a
22 mailing address and you fold it and put a stamp to it and send
23 it in.

24 Once again, there will be another opportunity for you
25 to review the design plans later on this evening and attend a

1 design hearing that city council will be holding at some future
2 date.

3 We have a list of folks who have registered when they
4 came in. We asked if you wanted to speak. There was a sign-in
5 sheet if you wished to speak this evening. If you have not yet
6 signed in and you wish to speak, please do so. You can see Kim
7 or you can come up here and talk to Ed or go to the back table.
8 Make sure your name is on the list so we can call you.

9 Please be respectful. Everybody has their own
10 opinions. And whoever is speaking has the microphone. They
11 can say what they want. So please be mindful of their
12 comments.

13 We're limiting your comments to three minutes. As we
14 go through the list and you feel like you have more to say,
15 please re-register again. Go back and add your name and we'll
16 call you again.

17 After everyone has had a chance to speak, we'll close
18 the forum part of the public hearing and you'll have about
19 fifteen minutes maybe to come up here and -- and record
20 comments personally with the reporter while she gets ready for
21 the next part of our meeting tonight. Anybody else wishing to
22 do so, if you'll do so in writing. Again, the comment forms
23 are in the back. Kim has some comment forms as well. Just let
24 her know.

25 I believe that's it.

1 MR. PERCIVAL: Thank you, David. Just before we
2 open up the -- the recording session, I'd like to reinforce the
3 importance of abiding by the -- the guidelines and the rules
4 that we have actually established here to have a -- an
5 efficient recordation process. I'm not going to bore you by
6 going through them.

7 Ed, do you have the list?

8 MR. EDENS: Sure.

9 MR. PERCIVAL: All right. At this point, we'd like
10 to open the -- the actual hearing process and call registered
11 folks up to -- to be heard and recorded.

12 MR. EDENS: Our first person who signed up to
13 speak tonight is Purshutam Rajani. If you can just come up and
14 kind of somewhere -- stay near the "x" up here. Don't walk in
15 front of the speaker or we'll get feedback.

16 MR. RAJANI: Thank you. I'm Purshutam Rajani.
17 I'm 56 years old, and to tell you how strongly I feel about
18 this, I canceled two days of business trips, foregoing income.
19 I've never been to public speaking before.

20 This monstrosity, this seven-lane highway plus
21 bicycle lane, plus who knows what is going to go right through
22 my back yard and is going to cut down a beautiful tree. And I
23 don't understand why we need all that when up further north on
24 New Falls of Neuse there's four lanes and there's no bicycle
25 lanes. You go further south on Falls of Neuse, again four

1 lanes, and there's no way (inaudible). So everything
2 (inaudible) says you're still going to have a back log and
3 you're going to be backed up anyway.

4 So stick to four lanes and if we do get the growth
5 that we envision twenty-five years from now, then you can build
6 up all the -- the three lanes. Until then, I'm firmly opposed,
7 especially in this economic downturn. These are my tax
8 dollars. Whether they are federal or local, they are my tax
9 dollars, and I would be opposed to spending them unwisely.
10 Thank you.

11 Purshutam Rajani, 1905 Falls Farm Crossing, 27614.

12 MR. EDENS: Everyone else (inaudible), state your
13 name and address (inaudible) that information.

14 Next speaker up is Gene Senecal.

15 MR. SENEAL: Hi. My name is Gene Senecal, 1320
16 Kings Grant Drive, Raleigh, North Carolina.

17 I'm the president of the River Oaks Homeowners
18 Association, part of a coalition of seven homeowners
19 associations that have grouped together for a common cause, and
20 that is to oppose -- well, first, we don't oppose the widening.
21 We really believe that the widening should occur.

22 What we do oppose is this -- as -- as our previous
23 speaker said, this monstrosity of six lanes and a median that's
24 going to destroy the residential quality and the quality of
25 life of these neighborhoods. And I see a lot of people shaking

1 their heads, and I'm -- I'm with you.

2 We're in favor of -- of return -- of a turn lane, a
3 median, four lanes. And then twenty years from now, or thirty
4 years from now, when it's needed, then let's look at the issues
5 then. But I think, as was just previously noted, from the
6 north you go south and it's all four lanes. So why are we
7 going to become this big where our neighborhoods get literally
8 destroyed? The residential segment is destroyed. The quality
9 of life is destroyed. That's all I wanted to say.

10 MR. EDENS: All right. Next speaker we have on
11 the list is Rob Gale. Rob.

12 MR. GALE: My name is Robert Gale, 11300 Paddy
13 Hollow Lane, Raleigh. I just want to register a few points
14 echoing the speakers who have previously spoken.

15 I believe that we do need to improve Falls of Neuse,
16 and I think it's quite clear to everybody that we have traffic
17 issues and we need to resolve them. But I work in the software
18 industry and one of the things we've learned is that doing big
19 projects with nothing like (inaudible) until you know what's
20 going to happen in the future is usually a big mistake. We
21 usually don't know what's going to happen in the future.

22 What we do know is what we need right now, and I
23 think that's what we should be trying for and to seek to build
24 and serving the needs of the communities. In the future, there
25 may be further improvement and there may not, and that is the

1 right time to be considering the needs of those communities in
2 the future.

3 A couple of other points, you know, we should be
4 aware of unintended consequences. The road is, you know,
5 stated to meet the needs of the (inaudible) and the
6 communities, but as we join up Highway 1 to 540, I think that
7 we'll find that this road will become a very desirable
8 cut-through for increasingly heavier traffic and that, you
9 know, down the road, we might need to limit that traffic that
10 can use that route because it will be very attractive as a
11 cut-through.

12 I also would like to register my opposition to the
13 addition of the Paddy Hollow Lane connection. It was brought
14 up at the last public meeting, joining Paddy Hollow Lane to
15 Dunn Road. That was not part of the original project's scope
16 and it was added on just as a result of a couple of comments at
17 a public meeting. It seems to be just, you know, (inaudible).
18 So I would like to register that that might be withdrawn after
19 those issues have been considered. And, you know, if there's
20 enough engineering going into the full project, then the same
21 kind of engineering should be going into anything tacked onto
22 it as well.

23 So in final -- in closing, one of the slides
24 previously said there's no finding of any impact to the
25 community, and I think the comments tonight will refute that.

1 Thank you.

2 MR. EDENS: The next name we have is Sam Rabon.

3 MR. RABON: Hello. My name is Sam Rabon, and I
4 live at 1301 October Road, which is at the corner of Falls of
5 Neuse and October Road, and which my neighbors -- they live
6 right across the street from me. (Indicating.)

7 And to echo the sentiment that some of the other --
8 the other three speakers have said, the monstrosity -- I'm not
9 sure how you spell "monstrosity," but it does seem to be quite
10 an overly ambitious project in the fact that there's a multiuse
11 purpose path on one side and the sidewalk and the other side
12 and medians in the middle and (inaudible). It's just very
13 ambitious in the right of way acquisition.

14 So I'm all for getting folks in Wakefield to home so
15 they can watch the news on time, but if we can construct two
16 lanes this way and two lanes that way, that's fine. But I am
17 against the overly ambitious acquisition that's going to be
18 impeding and coming into my yard, quite frankly.

19 And then my last point, Ed, is that safety, safety,
20 safety. Everybody talks about safety and how safe this thing
21 is going to be and you read in the -- in the meeting minutes
22 how we all sang "Kumbaya" and said this is great (inaudible).

23 Well, with the brand new Alternative 4, it's
24 extremely unsafe. In fact, it's downright dangerous at our
25 particular intersection on October Road. So, hopefully,

1 through this forum, I can at least voice on behalf of the
2 Autumn Hills subdivision homeowners the fact that we would like
3 to have October Road dead-ended and closed down at our
4 particular location due to the fact that the new Alternative 4
5 is making two directions of U-turns coming in our very -- at
6 one little intersection.

7 Furthermore, all the subdivisions that have been
8 built after our subdivision was created actually have the
9 facilities to have pedestrian walking. Therefore, funneling
10 traffic into our road, October, down to a road that doesn't
11 have sidewalk makes it even more dangerous for my two little
12 girls, age six and two. Thank you.

13 MR. EDENS: The next person up is Greg Barley.

14 MR. BARLEY: Thank you. My name is Greg Barley.
15 I live at 3117 Sweet Cherry Court, Raleigh, in the Wakefield
16 development. I am the president of the homeowners association
17 for Wakefield. No, we are not part of that consortium, thank
18 you, but I do have some people here tonight.

19 Speaking on behalf of the board and the community of
20 Wakefield, we do support the widening of Falls of Neuse. It is
21 a safety issue. We have been concerned and involved in this
22 for a long time. You don't have to do much more than watch the
23 school buses coming across the old Falls of Neuse bridge to be
24 concerned about what's going on currently, with the current
25 situation.

1 Having said that, we do not have a formal position on
2 exactly how the traffic gets over, and at this point, I'll turn
3 my comments to the (inaudible). No matter which way we go with
4 the project, let's get the project done so that we can make
5 this a better situation for the commuters, get our children
6 home from school.

7 And also, while we look at these alternatives, let's
8 keep our options open as we go forward so if we do end up with
9 a four-lane highway, which is our sentiment here tonight, let's
10 keep in mind that it may very well develop in the next fifteen,
11 twenty years, because I think we find ourselves in the current
12 situation because of lack of planning in the first place. So
13 let's be looking ahead to what our options are in the future as
14 we moved forward with this project. Thank you.

15 MR. EDENS: The next speaker on the list is Jim
16 Deming.

17 MR. DEMING: Hi. I'm Jim Deming, 12609 Waterlow
18 Park Lane in Raleigh. I have a Web site I -- my career was
19 outsourced to India, and I'm retired, quasi at least, so I put
20 together a Web site called sites.google.com/site/newneuse.

21 (Inaudible) six items that I was interested in having
22 answered at this meeting, and I think I've had relatively good
23 answers to all of them.

24 I invite anybody who would like to get on that site
25 and add anything to it to join me. Unfortunately, you have to

1 have a gmail account, and you can e-mail me at newneuse, all
2 one word, at gmail.com.

3 The items I have are concerning the north side or the
4 east side of the Falls of Neuse bridge, mainly because there is
5 a deer path there that will be at grade level. The greenway
6 will be on the south side of the bridge, which was not clear to
7 me when I read the map. So I got that resolved tonight.

8 We have a mess on the north side that needs to be
9 cleaned up, and I've been informed that the rest of it will be
10 cleaned up when construction starts.

11 Also, my concerns have been a sewer line which is in
12 the direct line of the three percent grade coming down toward
13 the bridge, and that -- a truck if it went through a barrier
14 would land on that sewer line and probably break it and put
15 sewage directly into the Neuse River. So that was a concern,
16 and I've been told that there are a number of things that have
17 been done to take care of that.

18 The other item which I think is probably the most
19 thing I -- best thing I can suggest here is we should build a
20 six-lane bridge or three lanes one way and three lanes the
21 other. And the reason for that is the eastbound lanes coming
22 off the bridge, there should be a left turn lane. The left
23 turn lane would allow people who are going to the YMCA on
24 Townfield Drive not to clog the other two lanes in that left
25 turn area. And I think that is -- is probably the most sane

1 thing that we can do at this point as far as the width of the
2 bridge, at least going to the east.

3 Also, I'd like to mention that the Web site is a
4 Wiki, and you can put comments on it if you get signed into it.
5 Thank you.

6 MR. EDENS: The next speaker up is Linda
7 Strother.

8 MR. STROTHER: I'm not going to tell anybody how old
9 I am. My name is Linda Strother, and my address is 10805
10 September Court, Raleigh, NC 27614. And what I'm about to say
11 is what I've said over and over and over again.

12 First of all, we cannot be against the widening. I
13 think all of us agree with that. However, I think that we need
14 real responsibility in how this thing is done.

15 The concerns that we have are safety, safety, safety,
16 safety, safety. We already with the two lanes have had people
17 run into our pine trees on the corner all the time. If we
18 increase the traffic and if we have a drive-through so that
19 people can turn -- U turn both ways all the time, we're going
20 to be turned around (inaudible). We're going to be worse.

21 Also, with them widening, they're going to take our
22 corner to widen the street that goes into Falls of the Neuse.
23 That's going to make the danger worse. It's going to come into
24 the driveway, increase the traffic, make it very, very unsafe.
25 We talk about human environment. That's a real human

1 environment, not just me, but for the people on Falls of the
2 Neuse.

3 The other concerns that we've had that we've asked
4 over and over again, our property. When they did the water
5 assessment, they took down twenty of our trees. Okay. Now the
6 pollution from the cars -- it has to be worse. When there's
7 going to be four lanes, it's going to be increasingly worse.
8 We've asked for noise barriers. We've asked for safety
9 barriers. The answer to this over and over is no, no, no.

10 Safety, air quality, structure of property, all of
11 these things I've not asked for but once, twice, three times,
12 four times. My question is do pay attention, are you going to
13 honor some of the requests, how can I be more effective in
14 getting these things done, and will you listen? Thank you.

15 MR. EDENS: The next speaker on the list is
16 Andrew Topp.

17 MR. TOPP: My name is Andrew Topp. I'm at 13200
18 Ellesmere Court. And my house is -- is just about a stone's
19 throw from the Neuse River bridge. I'm at the very end of New
20 Falls of Neuse. And I'm also a transportation engineer. I'm
21 very familiar with the process.

22 And I want to say that, you know, it does -- it kind
23 of cuts through where my neighborhood is. We're going to have
24 to cross New Falls of Neuse, my children and I, to go to the
25 pool. And we understand the traffic is really going to

1 increase on New Falls of Neuse. (Inaudible) and that will be
2 an issue, but when you think about the amount of traffic and
3 congestion just going through it, and the headaches, every
4 single day, it's about four-point-one miles from my house to
5 Raven's Ridge. Once this bridge goes in, it's almost half -- a
6 little over half, two-point-three miles.

7 So that fifteen minutes it takes me to get there
8 every morning -- I have to cross over in front of three schools
9 and all the kids crossing, about ten minutes to get back, that
10 trip is going to be a five-minute trip for me going a.m. and
11 p.m., and that's -- the road (inaudible) and the traffic is an
12 issue, but, I mean, if you multiply that fifteen minutes I save
13 from one commute, that's -- that's seventy-five minutes a week,
14 multiplied times weekend trips, evening trips, everybody in my
15 neighborhood -- I mean, for the twenty-five thousand people
16 that use this, I mean, this is hours upon hours.

17 And taking this project and stepping back and
18 redesigning it and putting in a five-lane section, all of us
19 twenty-five thousand that go through it every day and for
20 another year to study a suicide lane and -- I mean, that's what
21 they call these things. They're not very safe. There's
22 head-on collisions. There's left turning collisions. With a
23 nice wide median like there is on New Falls of Neuse I think
24 makes a lot of sense.

25 So the plan often gets criticized, but planning

1 ahead -- I think if we go ahead and plan for a wide median
2 inside -- maybe you need five or six lanes, but you can widen
3 them inside and not have to touch the outside and go back
4 through this process and add more right of way down the road.

5 So, you know, I'm looking forward to having a new
6 connection. That new bridge is going to (inaudible) Neuse
7 River trail, and the frustration of sitting in that line of
8 traffic every single day and the congestion and the emissions
9 and banging my hand on the steering wheel trying to get through
10 it all.

11 But it's clearly needed, and I think that just having
12 the flexibility and just being able to -- being able to go home
13 and back -- if I have a 6:00 meeting south, you know, I can go
14 home and eat dinner and come back, the baby-sitter -- I mean,
15 it's a lot of -- it's just a lot of congestion problems, and I
16 think that the design the way it is now is pretty good.

17 The signals make sense. They used good engineering
18 judgment, and I think it's a -- it's a -- I think it's a very
19 good project.

20 MR. EDENS: The next speaker on the list is Bruce
21 Spaulding. Bruce.

22 MR. SPAULDING: Thank you. Bruce Spaulding 11621
23 Midlavian Drive, Raleigh, 27614. I'm a resident in the Daltons
24 Ridge neighborhood, and I would like to say that I agree with
25 the widening, at least the first four lanes.

1 According to the numbers in the letter we got in the
2 mail, that we should expect something like a sixty-eight
3 percent increase in traffic between now and 2035, and we are
4 proposing a two hundred percent increase in road capacity. I
5 think at this point when you try to balance that against
6 environmental concerns, it's a bit of overkill. Maybe if I'm
7 driving in 2035, I won't think so, but right now I do.

8 If we build four lanes on the current plan, but
9 instead of building from the outside in we build from the
10 inside out, we save twenty-two feet of impact, especially to
11 our trees along our wall. Also, we heard a lot last time
12 especially about all the traffic flow improvements the previous
13 speaker just talked about, and maybe that will help a little
14 bit with that two hundred percent versus sixty-eight percent
15 capacity.

16 We have to build sidewalks if you expand it to six
17 lanes in 2035 or thereabouts, but sidewalks are pretty
18 inexpensive. The expense might be the curbing and the drains.
19 I don't know. I'm not that kind of an engineer.

20 Another thing we could do was referred to in that
21 letters, no trucks from Route 1 down to 540. That would keep
22 some of the more obnoxious traffic out anyways. And then,
23 basically, we're stuck with four lanes for a few years. We're
24 not going to get a sidewalk close enough to our wall that
25 you're going to get brick burn just walking.

1 In the process, you could also do a traffic count on
2 sidewalk use and maybe eliminate a sidewalk on one side or the
3 other, because I bet if you take a look at the number of people
4 from Wakefield walking down to the nature area, it might not be
5 real (inaudible). Thank you.

6 MR. EDENS: The next speaker on the list is John
7 Manczak. Mr. Manczak.

8 MR. MANCZAK: My name is John Manczak. I live at
9 1241 Kings Grant Drive, Raleigh, 27614. I also live in the
10 River Oaks subdivision.

11 I would like to make comment tonight about the design
12 precedent for this roadway. You've heard people here in
13 earlier presentations talking about Falls of the Neuse being
14 part of the general master plan of the roadways in the City of
15 Raleigh and this is designated as a Category 2 thoroughfare.
16 I'd just like to remind people here that that general traffic
17 plan was designed as early as the year 1960. It has to be
18 forty-eight years ago, and that was at a time when none of
19 these subdivisions up here were even thought of or preplanned
20 at that time.

21 Falls of the Neuse now winds its way through a
22 residential section of town. I personally do not believe that
23 a Category 2 thoroughfare is merited. If we did an updated
24 plan right now for the City of Raleigh and region, I do not
25 believe it would be designated as such.

1 I'd also like to point out about the idea of
2 evaluating more carefully Capital Boulevard, Route 1, as a
3 limited access highway and putting a higher priority on design
4 and construction of that as a limited access highway and a more
5 reasonable way for traffic to move from Franklin County to the
6 north down to Interstate 540.

7 As you all know, Capital Boulevard is a much more
8 commercialized, industrialized, nonresidential setting and
9 would -- would actually remove traffic from Falls of the Neuse
10 Road to a more -- a quicker access to Interstate 540 if Capital
11 Boulevard were allowed to become a limited access
12 interstate-type roadway. So I ask the people who are doing
13 this design work to look again at those priorities and try to
14 take a look and -- and capitalize the idea of (inaudible) going
15 through residential neighborhoods. Thank you.

16 MR. EDENS: The next speaker on the list is
17 Dorothy Remy or -- Remy.

18 MS. REMY: My name is Dorothy Remy. I live at
19 11221 Paddy Hollow Lane in the North Ridge subdivision. I'm
20 against opening the Paddy Hollow extension to Dunn Road. All
21 the traffic on Dunn Road going out in the morning is lined up
22 way past Paddy Hollow. So opening that up, you're not even
23 going to be able to get out on Dunn Road. Also, it's -- it's
24 going to be a -- a safety hazard to consider.

25 When the people can't get out, they're going to be

1 lined up Paddy Hollow Lane. And there are children there going
2 to school, waiting on the school bus, so there's going to be a
3 problem.

4 If you look at that, there -- the way the land lays,
5 there's a big dropoff. I don't even know how they can level
6 that to make that flat for the cars to get through.

7 Emergency vehicles, it will be difficult for them to
8 turn on Dunn Road. You would have to probably buy -- there's a
9 couple of houses on Dunn Road that are rentals. You'd have to
10 buy that property to extend the opening. So that's all I have
11 to say.

12 MR. EDENS: Next speaker on the list is George
13 McGregor.

14 MR. MCGREGOR: Are any of our city council members
15 still here? One. Thank you. One out of three.

16 My name is George McGregor. I live at 11612
17 Midlavian. When I moved here to Raleigh in 1978, Falls of the
18 Neuse was two lanes north of Millbrook. I'm not trying to
19 stand in the way of progress. I think the road needs to be
20 expanded, like a number of other people have already stated.
21 And I agree with all previous folks, with the exception of the
22 one gentleman whose opinion was that he liked the plan as has
23 been presented in the back of the room.

24 I agree with four lanes, and I don't need to
25 reiterate what everybody else has already said. In fact, I

1 don't think there should be any reason whatsoever that Falls of
2 the Neuse should be expanded beyond that at any time to six
3 lanes.

4 I believe that -- as has been previously alluded to,
5 that Capital Boulevard was intended to be the feeder to the 540
6 intersection. And if you make six lanes on Falls of the Neuse,
7 every commercial vehicle I can think of that'd be coming down
8 Route 1 is going to take Falls of the Neuse right there at 1A
9 in Wake Forest and swooping down that six-lane highway and then
10 to 540 and go west to figure out the other -- to get to the
11 other feeders in town, like Six Forks or Creedmoor or Glenwood.
12 I think it would be a bad idea to plan for at any time.

13 You know, that's -- in fact, that's what Capital
14 Boulevard was, I believe, designed to do and that's why the
15 intersection with 540 is what it is. The thing that strikes me
16 as really incomprehensible is that we live here in Raleigh, the
17 City of Oaks. The church that I belong to is at the
18 intersection of Wade Avenue and Glenwood, and there's quite an
19 expanse there of grass. If we wanted to pave that over to turn
20 it into an extension of our parking lot, which we dearly need
21 more parking spaces, we would have to plant trees where there
22 are none.

23 This project calls for cutting -- clear-cutting a
24 hundred and twenty-five foot -- a hundred and twenty foot
25 swathe and eliminating thousands of trees for whatever reason I

1 cannot figure out. This thing, as has been previously stated,
2 ought to be built from the inside out and leave the outside for
3 future considerations, which would have to include the widening
4 of Falls of the Neuse the rest of the way.

5 And, for heaven's sake, that area of Falls of the
6 Neuse that they made into six lanes by painting the lanes
7 narrow, as many of you were around when that occurred, is
8 hugely dangerous to go three abreast in what is supposedly six
9 lanes.

10 The whole thing needs to be rethought, and it seems
11 foolish to me that we would spend the money needed to make
12 this, in essence, six lanes and just not pave it all. Now, if
13 the need arises later -- as I said, I don't think we should
14 ever do it in any case because it would just become a
15 commercial highway going through residential neighborhoods and
16 that's not right.

17 MR. EDENS: The next speaker is Elizabeth
18 Jackson. Ms. Jackson.

19 MS. JACKSON: I'll pass.

20 MR. EDENS: You'll pass. Okay. Moving on down
21 the list, the next speaker on the list, and, actually, the last
22 two on the list -- so if anybody else wants to sign up, you'll
23 have a chance to speak again, sign up with Kim in the back of
24 the room.

25 MS. LEIGHT: (Inaudible.)

1 MR. EDENS: The next speaker up is Tim Niles.
2 Tim.

3 MR. NILES: It's Tim Niles, 11509 Midlavian
4 Drive, 27614.

5 I'm probably not going to say more than any other
6 people have already said but maybe add a little visual to it.
7 I had an opportunity to drive today on Glenwood Avenue from 540
8 North to the shopping center. While driving, all of a sudden I
9 realized I'm on a six-lane with a median, and it's exactly what
10 they're planning for Falls of Neuse Road.

11 I thought it's appropriate for Glenwood Avenue, which
12 is full of major shopping centers, but I can't envision any
13 circumstance where that kind of a highway -- divided highway is
14 appropriate for going through residential neighborhoods in the
15 Falls Lake watershed area. It just doesn't make any sense to
16 me.

17 Four lanes would alleviate all the traffic problems
18 we're now having and would encourage it to get worse. We're
19 just going to get eighteen-wheelers driving down (inaudible).
20 So to agree with everyone else, there's no reason to start from
21 the outside in. Start from the inside and you'll never get to
22 the outside, unless what your goal is is to have a Target on
23 every corner and the next week a car dealership on the corner.
24 And we can't do that in the watershed unless you plan on
25 destroying Falls Lake at the same time. Thanks.

1 MR. EDENS: The next speaker I've got on the list
2 is Tony Garcia.

3 MR. GARCIA: My name is Tony Garcia. I live at
4 11305 Paddy Hollow Lane. I am opposed to the opening of Paddy
5 Hollow Lane in the Woodbridge community for three reasons:
6 safety, quality of life and home values.

7 Regarding the safety, there are many children,
8 including my seven-month-old son, on Paddy Hollow Lane and
9 Turtle Ridge Way whose safety will be put at risk when
10 adjoining neighborhoods and those in our own neighborhood use
11 our own streets to access Dunn Road as a result of not being
12 able to make a left from our Paddy Hollow Lane onto Falls of
13 Neuse. This will also be a major cut-through for more
14 potential traffic, not to mention the child care facility that
15 will be placed at Dunn Road very near that intersection.

16 Regarding quality of life, increased traffic will
17 bring noise and congestion to our peaceful community. The
18 Falls of Neuse Road widening will already affect three to five
19 homes in our community. By opening Paddy Hollow Lane to Dunn,
20 we're going to be affecting another twenty-five homes. In a
21 community of a hundred and twenty homes, that's twenty-five
22 percent of our community will be affected by these plans.

23 Home values: I purchased our home in April of 2008,
24 this year, specifically for its location in a peaceful area of
25 our community. Folks with children pay a premium price for

1 homes such as this to not have three streets going in front of
2 their home.

3 I strongly believe that our home values will
4 significantly decrease as a result of this construction. I
5 also want to state that for a neighborhood of approximately a
6 hundred and twenty-five homes with at least three exits that we
7 have plenty of access. I will count the exits: High Holly to
8 Falls of Neuse, High Holly to Autumn Oaks to Tabriz to Falls of
9 Neuse, High Holly to Oakcroft to Dunn to Falls of Neuse.

10 I also wish to report that the opening of Paddy
11 Hollow to Dunn has not been adequately communicated nor
12 reviewed by our community. Taxpayers should also understand
13 that the cost of grading that slope as well as obtaining the
14 land to make a connection with Dunn will be very expensive, and
15 the city may be tacking this onto the expense being covered as
16 a federally aided project.

17 So, in conclusion, I state that I am opposed to the
18 connection of Paddy Hollow to Dunn for three reasons: safety,
19 quality of life, home values.

20 MR. EDENS: Our next speaker is Michael Paul.

21 MR. PAUL: Michael Paul, 2013 Stoneyridge Drive,
22 Raleigh, North Carolina. I'm the president of Oakcroft
23 Homeowners Association, and we as an association are opposed to
24 widening Falls of Neuse Road to six lanes. We do support
25 widening Falls of Neuse to four lanes with a center turn lane.

1 We understand the need to expand to two lanes to ease
2 congestion, but we do not want to make this road a highway
3 through our neighborhoods to 540, nor do we see any reason to
4 divide the landscape now for a possible need to expand this
5 road again in thirty more years. Our intent is to preserve as
6 much as possible the beauty of our natural surroundings,
7 tranquility of our neighborhoods and the residential character
8 of where we live.

9 We use this road to go to and from work, school,
10 shopping and social events. Currently, the road itself acts as
11 a buffer between our neighborhoods and the rest of the world.
12 We want to keep it that way.

13 If we allow expansion to six lanes, that will destroy
14 the natural beauty of our residences and will invite more
15 traffic to rip through our neighborhood to area highways and
16 will create a corridor of commercial and industrial
17 development, the result of which would eventually destroy the
18 neighborhoods we paid a premium to live in. It was (inaudible)
19 when we moved here and we are opposed to letting that happen.
20 Thank you.

21 MR. EDENS: The next person on the list is David
22 Cox.

23 MR. COX: I'm David Cox. I live at 1902
24 Stoneytrace Court, 27614. Like everyone else here except for a
25 few, I'm opposed to widening of Falls of Neuse Road to six

1 lanes. I would prefer it be kept to four lanes with a center
2 turning lane.

3 Moreover, I would like to see the speed limit limited
4 to forty miles an hour and I would like to see traffic
5 lights -- traffic lights posted in locations to control the
6 speed of the traffic through the road when it is constructed.

7 I would also like to have the road limited so that
8 there can be no truck traffic on the road -- in particular,
9 heavy truck traffic -- unless it's for local deliveries.

10 I will agree with everyone else that we need to
11 preserve the residential character of our neighborhood. And to
12 be honest with you, I'm a little bit amazed that city officials
13 have decided they need to come in here to take a hundred and
14 twenty feet of right of way. Actually, on the papers that were
15 handed out tonight, it says a minimum of a hundred and twenty
16 feet of right of way.

17 Recently, I've been reading a biography of
18 Alexander Hamilton, and it strikes me that our founding fathers
19 were opposed to tyranny of the majority, and this is where
20 government uses powers such as eminent domain to come in and
21 violate the property rights of other people. I view this as a
22 violation of the property rights, particularly of those who
23 live along Falls of Neuse Road.

24 I'm not an attorney. I think this is
25 unconstitutional what they're trying to do and may be a

1 violation of the law. They say that they have a need to take
2 this -- this land in order to build a six-lane highway. The
3 need isn't there today, and, by their own admission, it won't
4 be there for another thirty or thirty-five years. What I don't
5 understand is how can they claim that they have a real need
6 when that need won't exist for so long and may, in fact, never
7 exist at all.

8 To conclude, I just want to say that -- that, again,
9 to reiterate, that I oppose the current design and I wish that
10 the city officials would listen to us and revise the design and
11 ask URS to develop a design with four lanes of road plus a
12 middle turning lane and to submit that for evaluation. Thank
13 you.

14 MR. EDENS: The next speaker on the list is Angel
15 Dowden. Angel.

16 MS. DOWDEN: Good evening. I'm Angel Dowden, and
17 I live at 9342 Tabriz Pointe. I live on the corner of Falls of
18 Neuse and Tabriz Pointe at the Falls Pointe neighborhood.

19 I, too, am opposed to the six-lane widening. I
20 purchased my home in Falls Pointe fifteen months ago, I
21 believe. At that time, I communicated with the city officials.
22 I communicated with the developer as well as the realtor -- I
23 moved there from Bedford -- about the property. I wanted to
24 know how the widening would impact the property. I was told at
25 that time by all three members that right of way had already

1 been designated for the property on the outside of my fence
2 line and that there would not be an impact. Since then, that's
3 changed.

4 I've been told there will be an impact to my
5 property, that the city would like to acquire seven feet onto
6 my property, which would take away for the time being my fence,
7 maybe fifteen trees from our property and destroy my quality of
8 living. I currently have two five-year-olds -- twin
9 five-year-olds who play in the back yard.

10 I've been told that mesh -- orange mesh fence will be
11 put up to block the traffic that already comes through way
12 beyond the speed limit. I was told by one city official that a
13 barrier wall could be put up to block the noise and traffic. I
14 was told by another that that could not happen. So at this
15 point, I don't believe anything the city says because they say
16 one thing and then another.

17 I'm very disappointed with this project and would
18 like to get some final -- I would like for them to be able to
19 confirm something for me. So I do oppose this six-lane
20 widening. Thank you.

21 MR. EDENS: The next speaker is David Gill.

22 MR. GILL: Good evening. My name is David Gill,
23 and I'm representing Mount Pleasant Baptist Church, which is
24 10720 Falls of the Neuse Road. And we are concerned that
25 widening this road, as you know, is going to take most of the

1 front of our church away. We're very close to the road as it
2 is now, and we don't understand why it couldn't be shifted to
3 the other side, where there's much more property that's not
4 being used.

5 It doesn't make sense to me or to any members of our
6 congregation that you couldn't do that shift. Now, I'm not
7 saying it's too late to do that shift. It's never too late,
8 because you haven't put the first bulldozer out there to push
9 up anything yet.

10 And the second thing I'm concerned about, I asked
11 about if there was going to be any type of protective barrier
12 in front of our church, because, as you know, when we step out
13 of the front door of our church, we're right on the road.

14 Now, what I feel that the engineers are not familiar
15 with is how fast people drive down Falls of Neuse Road. Like
16 the lady said, we've seen cars hit trees on Falls of Neuse
17 Road, and I would hate for us at Mount Pleasant Baptist Church
18 to be a news story because the city and designers won't spend a
19 couple of dollars to protect people that's going to be out.

20 Now, we have kids at our church, and, as you know,
21 children run and play. They don't think about the dangers
22 that's involved. So what I'm asking for for our church is
23 protection of our congregation and also to please consider a
24 little shift in that road. I mean, there's property on the
25 other side. Thank you.

1 MR. EDENS: We're down to our final two speakers
2 on the list that I have, if you want to sign up. Rob Gale.

3 MR. GALE: Rob Gale, 11300 Paddy Hollow Lane.
4 I'm not from around here, as you can probably tell. I believe
5 there's a phrase "If you build it, they will come." Is that
6 (inaudible) -- oh, baseball. Right.

7 I think that's the case, and I think you've heard
8 many people say tonight, and I completely agree with, this road
9 has been designated for a purpose which is no longer relevant.
10 This is now clearly a (inaudible) road environment. There's no
11 place for commercial -- major commercial development between
12 Raven's Ridge and -- and Wakefield, and any development that's
13 going to happen is going to be (inaudible) development, I
14 believe.

15 And as our speakers have very eloquently (inaudible)
16 at no place in the future is there a conceivable need for a
17 six-lane highway through this neighborhood close to the Falls
18 Dam, you know, and where people use it for recreational
19 purposes. That quality will be lost if this is ever turned
20 into a six-lane highway, and I can see no reason that that
21 should be done.

22 And the long-term strategy, I believe, is to develop
23 Capital Boulevard Highway 1 possibly into a freeway in the
24 future. Great. It's a commercial environment. There's enough
25 land there to do that and that's what I think should be

1 (inaudible). I want those neighbors in Wakefield who are
2 looking for improvement to their quality of life to be able to
3 get that and, you know, first of all, building this bridge as
4 soon as we can to -- to make the connection.

5 But you do need to restrict this -- this taking too
6 much land to -- to make this road, especially considering over
7 the last year we have been, you know, told about the watershed
8 issues and -- and -- and construction or extension of
9 (inaudible) and we won't be able to do this and we won't be
10 able to do that. But, apparently, you know, those rules don't
11 necessarily apply if you're building a big highway.

12 So my comments, again, to reinforce the views that
13 you've heard before, are to restrict this and -- in keeping
14 with the (inaudible) that will develop in this area. Thank
15 you.

16 MR. EDENS: All right. Jason McGinnis.

17 MR. MCGINNIS: Jason McGinnis, 1505 Perryclear
18 Court, Raleigh. This is my first time speaking also at an
19 event like this. I think we all would agree (inaudible). I'm
20 not looking to say anything which (inaudible).

21 I agree that widening is necessary. I agree four is
22 much better than six. If you follow the logic of we might need
23 six in 2030, we might need eight, we might need ten.

24 My property happens to be on the corner of Dunn and
25 Falls, so not only am I going to be impacted on the Falls side

1 but also on the Dunn side. So I'll be looking at two lanes
2 coming down on the left side of my property and then,
3 obviously, the extension of Falls into the back.

4 There is significant impact there for me. I have a
5 pretty big tree line. It blocks a lot of the noise right now.
6 That will be disappearing from both sides. So there will be a
7 noise impact that's going to be there. So it's here stated
8 that there's no impact -- no significant impact. It is a
9 significant impact to me, so I take that as a bit offensive.

10 There's also safety issues, as someone mentioned,
11 cars being in trees before. There have been at least two
12 occasions of cars in my back yard that have been stopped by the
13 trees that were there. So now we're going to remove the trees
14 and we're going to move the road twenty or thirty feet closer
15 to me. I'm not really sure what's going to stop these cars
16 this time.

17 And the other thing I want to talk about is property
18 values. You know, this has been touched on just a little bit,
19 but there's actually a really big impact to everybody.
20 Obviously, you know, (inaudible) two lanes on my property and
21 two on each side, but that affects everybody. If my property
22 value goes down thirty, forty percent in the -- in the value,
23 so does everyone's value.

24 So there is definitely financial impact to me and,
25 again, personal impact. So, again, if it's not significant to

1 the city, it is significant to me and that's what I want to
2 say. Thank you for the opportunity.

3 MR. EDENS: All right. The last speaker we've
4 got is Mr. Rajani, Purshutam Rajani.

5 MR. RAJANI: Thank you. Just to comment on my
6 neighbor, the reverend -- are you the reverend?

7 MR. GILL: No, I'm not the reverend.

8 MR. RAJANI: Oh, I'm sorry. But your church is
9 right behind my house, and -- and -- and so instead of moving
10 the road, just make the road narrower. Instead of it being a
11 hundred and thirty feet or a hundred and forty feet, can you
12 make it eighty feet or seventy feet?

13 (Inaudible.) And by the way, the way you've got old
14 Falls of Neuse coming down and -- and -- there's a fire station
15 there. If there's a fire at his church or at my house, the --
16 I have no idea what -- even though there's a fire station, you
17 can't get across. They can probably run a hose. That would be
18 easier than for the trucks to come around.

19 Why couldn't you put a (inaudible) there and put a
20 light over there to save his church and -- and -- I think that
21 would be just too much common sense for you. That's all.

22 MR. EDENS: We do appreciate all your comments
23 and that's why we're here tonight, to get them. So I don't
24 believe -- is there any more folks that had signed up to speak?

25 MS. LEIGHT: (Inaudible.)

1 MR. EDENS: Okay. Last chance.

2 MR. NILES: Tim Niles, 11509 Midlavian, 27614. I
3 just wanted to add to one of the previous gentlemen's comments.
4 I too find it offensive to have the officials make the
5 statement there's no significant impact. I'm sure they didn't
6 mean impact to our quality of life. They must have meant
7 something completely different and probably should have
8 specified what they were talking about.

9 MR. EDENS: One more sign-up, I think. All
10 right, Gene. Come on up.

11 MR. SENEAL: My name is Gene Senecal, 1320 Kings
12 Grant Drive, Raleigh, North Carolina. I just wanted to address
13 the thing about the economic impact. We all know and recognize
14 today, given the current situation and everything else, how
15 housing values are all under siege. The adoption of the
16 current plan just would further exacerbate those home values
17 and the erosion of those values.

18 Adoption would encourage bordering properties to seek
19 rezoning. We also believe that it would encourage flight from
20 the area and would have a negative domino effect on values
21 throughout the area. Adoption is just going to encourage more
22 commercialization and will destroy the residential setting and
23 the impact of our quality of life.

24 MR. EDENS: All right. If that's all the formal
25 comments we're going to receive, we're going to close this part

1 of the public hearing. As David mentioned earlier, the court
2 reporter is still available to address comments for a few
3 minutes.

4 What we're going to move into now is actually moving
5 into the second stage of our meeting, which is the sixty-five
6 percent design meeting, where we'll take a look at the plans as
7 they are developed up to this date.

8 We'll need a few minutes to actually get back and set
9 the maps up and then we will be available to actually, you
10 know, discuss individual properties and the impact to the
11 properties and discuss design issues and other things. Then
12 there will be, actually, another presentation followed by an
13 open question-and-answer period, which will be basically what
14 we had at the last meeting.

15 Sylvester, any ---

16 MR. PERCIVAL: We'd just like to thank you all again
17 for the input and comments you provided this evening during the
18 hearing session. We would like to also mention that written
19 comments are also welcome until November the 18th. We will be
20 providing -- the court reporter actually will be here for
21 another fifteen minutes recording comments as necessary. For
22 anyone needing to make individual comments, you're welcome
23 to -- to speak with her or have them recorded.

24 Please keep in mind that there's only an additional
25 fifteen minutes allowed. I'd like to again also mention we

1 have design -- design mapping -- the design map. Thank you. I
2 should also reiterate the fact that we are allowing three
3 minutes per -- oh, thirty minutes, pardon me, for the -- for
4 the design mapping review. The three-minute -- we ask that you
5 try and keep your comments to the reporter down to three
6 minutes as well.

7 So please get up and feel free to walk around and
8 review the design mapping. We will reconvene in thirty minutes
9 to have another presentation made by URS and then a
10 question-and-answer session.

11 (Recess in proceedings.)

12 MS. JUSTICE: My name is Lizzie Justice. I live at
13 10620 Dehijuston Court. I am concerned about the widening of
14 the road. I also am a member of the church at 10720 Falls of
15 Neuse Road.

16 We have a traffic problem as it is getting out into
17 the road. By widening it and putting more traffic on the road,
18 it is going to cause a bigger problem for us. Also, we're very
19 much concerned about the church and taking so much of the land,
20 our safety there when we meet.

21 It is our desire that you will not widen the road
22 as -- as in the last design that we saw, that it will be less
23 lanes and that you will shift it so that you could take more
24 property on the opposite side of the church.

25 The church is a hundred and twenty-three years old.

1 We have been there and we -- it is our desire that you would
2 keep -- remember us and keep this in mind in your design, all
3 that you can do to make it better for us and safety issue and
4 address our safety, the -- the noise barriers that -- the noise
5 that will come with all the traffic. All of this we would like
6 for you to take in consideration. Thank you.

7 MR. COX: I just wanted to state for the record that
8 in addition to my previous comments that I have circulated a
9 petition in my neighborhood, which is the Oakcroft
10 neighborhood, and have collected approximately fifty signatures
11 in opposition to the widening of the road to six lanes.

12 We -- the petition states that -- that everyone
13 supports a widening to four lanes with a center turn lane,
14 restriction of the speed limit to forty miles an hour, to
15 restrict access to truck traffic except for local deliveries,
16 and also are -- are opposed to the fact that the city has not
17 addressed landscaping or noise abatement issues or turn lane
18 issues regarding the construction of the -- of the road.

19 I will submit this petition at a later date to city
20 council, but just wanted to take the opportunity now to get
21 this on the record. Thank you.

22 MR. SHAVER: I am Charles Shaver, 11504 Midlavian
23 Drive, Raleigh, 27614.

24 I'd like to comment on this quality of life issue.
25 First of all, Falls of Neuse Road needs to be widened, in my

Attachment 4 Table of Comments and Responses

| ID No. | Last Name | First Name | Representing | Date of Contact | Comment | Response Response/Action |
|--------|-----------|------------|---------------|-----------------|---|---|
| 1 | Barley | Greg | Wakefield HOA | 11/03/08 | <p>COMMENT 1A: Speaking on behalf of the board and the community of Wakefield - we do support the widening of Falls of Neuse. It is a safety issue. We have been concerned and involved in this for a long time. You don't have to do much more than watch school buses coming across the old Falls of Neuse bridge to be concerned about what's going on currently. We do not have a formal position on exactly how the traffic gets over. No matter which way we go let's get the project done. Let's keep our options open as we go forward so if we do end up with a four lane highway, Keep in mind that it very well may develop in the next 15, 20 years because I think we find ourselves in the current situation because of lack of planning in the first place. So let's be looking ahead to what our options are in the future as we move forward with this project.</p> | Comments noted. |
| 2 | Caudle | George | self | 11/03/08 | <p>COMMENT 2A: Voiced support for 4-lane widening with 5th lane for turns.</p> | <p>Currently, the project is proposed as a 4-lane, raised median divided, controlled access roadway on 100 feet of right of way. This interim action was approved by the City Council on January 06, 2009. If warranted in the future, a 6-lane cross section could become necessary. Additional land acquisition for right of way and easements would occur at that time and construction would be to the outside of the existing roadway.</p> |
| | | | | | <p>COMMENT 2B: Requested that a sensor signal be placed at Dehijuston Court - this would allow for smooth transition for those traveling on Falls of Neuse Road, leaving their residences, and leaving Mt. Pleasant Baptist Church.</p> | <p>Detailed traffic studies were completed for the Falls of Neuse Corridor (from Raven's Ridge Road northward to Old Falls/Falls of Neuse) for signalized and unsignalized intersections. The results of the study recommended 3 signals for addition or upgrade; October Road, Dunn Road, and Lake Villa/Tabriz Pointe. No other intersections experienced levels of traffic necessary to justify a traffic signal.</p> |

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| 3 | Cox | David | 11/03/08 | <p>COMMENT 3A: I wanted to state for the record that in addition to my previous comments that I have circulated a petition in my neighborhood which is the Oakcroft neighborhood and have collected approximately 50 signatures in opposition to the 1) widening of the road to 6 lanes. The petition states that everyone supports a widening to 4 lanes with a center turn lane, 2) restriction of the speed limit to 40 mph, 3) to restrict access to truck traffic except for local deliveries, and 4) opposed to the fact that the City has not addressed landscaping or noise abatement issues or turn lane issues regarding the construction of the road.</p> | <p>Comments noted. 1) See response to comment P2 found at the end of this table. 2) The posted speed limit for the proposed project is 45 mph. This speed is consistent with the classification of this roadway according to American Association of State Highway Transportation Officials (AASHTO) and the North Carolina Department of Transportation (NCDOT). 3) See response to comment No. 4C. 4) Noise abatement studies were completed as part of the planning and preliminary designs studies and results depicted no individual impacts great enough to justify noise walls or other barriers. Landscape plans will be developed during final design of the project.</p> |
| | | | | <p>COMMENT 4A: Like everyone else here except for a few, I am opposed to widening Falls of Neuse Road to 6 lanes. I would prefer it be kept to 4 lanes with a center turn lane.</p> | <p>See response to comment No. 2A.</p> |
| | | | | <p>COMMENT 4B: Moreover, I would like to see the speed limit limited to 40 mph and I would like to see traffic lights posted in locations to control the speed of traffic through the road when it is constructed.</p> | <p>The posted speed limit for the proposed project is 45 mph. This speed is consistent with the classification of this roadway according to American Association of State Highway Transportation Officials (AASHTO) and the North Carolina Department of Transportation (NCDOT).</p> |
| 4 | Cox | David | 11/03/08 | <p>COMMENT 4C: I would also like to have the road limited so that there can be no truck traffic on the road - in particular - heavy truck traffic - unless it's for local deliveries. I will agree with everyone else that we need to preserve the residential character of our neighborhood.</p> | <p>Appropriate signage will be erected along the length of the proposed roadway designating the route as restricted for local deliveries only. However, enforcement of the designation is left up to local law enforcement agencies.</p> |
| | | | | <p>COMMENT 4D: And to be honest with you, I am a bit amazed that City officials have decided they need to come in here to take a 120 feet of right of way. They say they have a need for this - this land in order to build a 6 lane highway. The need isn't there today, and by their own admission, it won't be there another 30 or 35 years. What I don't understand is how they can claim that they have a real need when that need won't exist for so long and may in fact, never exist at all.</p> | <p>Currently, the project is proposed as a 4-lane, median divided, control of access roadway on 100 feet of right of way. During preliminary design, measures were taken to minimize impacts to all properties located adjacent to existing Falls of Neuse Road. See also response to comment No 2A.</p> |
| | | | | <p>COMMENT 5A: Six items that I was interested in having answered at this meeting. I think I have had relatively good answers to all of them. This item concerns the north side or east side of the Falls bridge, mainly because there that will be at grade level which was not clear to me when I read the map. So that got resolved tonight.</p> | <p>Comments noted.</p> |

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| 5 | Deming | James | self | 11/03/08 | <p>COMMENT 5B: My concerns have been a sewer which is in direct line of the 3 percent grade coming down toward bridge - and that if a truck went through a barrier would land outside that sewer line and probably break it and put sewage directly into the Neuse River. So that was a concern and I have been told a number of things that have been done to take care of that.</p> <p>COMMENT 5C: The best thing I can suggest here is we should build a six lane bridge or three lane one way and three lanes the other. The reason for that is the eastbound lanes coming off the bridge, there should be a left turn lane. The left turn would allow people who are going to the YMCA on Townfield Drive not to clog the other two lanes in that left turn area. And I think that is probably the most safe thing we can do at this point as far as the width of the bridge, at least going to the east.</p> | <p>Comments noted.</p> <p>The design for the new crossing over the Neuse River includes dual bridge structures with 2 travel lanes in each direction on each structure. In the future, the structures will be able to accommodate 3 lanes each if necessary.</p> |
| 6 | Deming | James | self | 11/03/08 | <p>COMMENT 6A: Can moving trucks complete the u-turns in 1-move? Can erosion basins be built without taking out all of the trees?</p> | <p>U turns for larger vehicles will only be accommodated at the U-turn bulb for Northbound traffic located on the City's parcel of land. That bulbout will accommodate a WB-50 design vehicle performing a U-turn movement in one operation. The erosion basins will be integrated into the roadway impact footprint as much as possible to reduce unnecessary clearing of existing trees and vegetation.</p> |
| 7 | Dowden | Angel | Falls Pointe | 11/03/08 | <p>COMMENT 7A: I too am opposed to the 6-lane widening. I purchased my home in Falls Pointe 15 months ago. At that time, I communicated with City officials, the developer as well as the realtor, about the property. I wanted to know how the widening would impact the property. I was told that time by all 3 members that right of way had already been designated for the property on the outside of my fence line and there would not be an impact. Since then, it's changed. I've been told there will be an impact to my property, that the City would like to acquire 7 feet onto my property which would for a time take away my fence, maybe 15 trees and destroy my quality of living. I currently have twin 5 year olds who play in the back yard. I have been told that orange mesh will be put up to block the noise and traffic. I was told by one city official that a barrier wall could be put up to block noise and traffic. I was told by another that could not happen. So at this point, I don't believe anything the City says because they say one thing and then another. I am very disappointed with this project.</p> | <p>See response to comment No. 2A. City of Raleigh right of way officials will discuss individual property details (avoidance and mitigative measures) during the right of way and easement acquisition process.</p> |
| 8 | Dowden | Angel | Falls Pointe | 11/05/08 | <p>COMMENT 8A: Voiced support in favor of a 4-lane widening project north of Raven Ridge Road. Requested additional information about the project with respect to her home located at the corner of Tabriz Court adjacent to Falls of Neuse Road. As planned the project will encroach on her property on 3 sides including the loss of 15 trees and a fence that protects her property.</p> | <p>See response to comment 7A.</p> |

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| 9 | Dubis | David | self | 11/03/08 | <p>COMMENT 9A: Once the roadway is widened, there will be a rush to rezone property. If this is allowed to happen we will have a second Capital Boulevard.</p> | <p>The City anticipates long term growth by developing planning studies such as the recently updated Comprehensive Plan (2009). Enforcement of the guidelines is accomplished by several means including zoning. According to the Comprehensive Plan in the area of the Falls of Neuse Corridor the intent of the plan is to "provide guidance for future zoning and development that will preserve the character of the corridor in relation to the Falls Lake Water Supply Watershed, the Falls Lake Dam and park, and the historic Falls community". While the city is balancing the historic, residential needs of the local community - they are also keeping the designation of FoN as a major thoroughfare to move regional traffic in North Raleigh and northern Wake County.</p> |
| 10 | Dunn | Ann | Mount Pleasant Baptist Church | 11/18/08 | <p>COMMENT 10A: Voiced concern for safety of members of the church with the loss of land/extra lane from the front of the property. Requested barrier be constructed in front of the church. Voiced support for 4-lane widening. Voiced opposition to the 6-lane widening.</p> | <p>Currently, the project is proposed as a 4-lane, median divided, control of access roadway on 100 feet of right of way. During preliminary design, measures were taken to minimize impacts to all properties located adjacent to existing Falls of Neuse Road including Mt. Pleasant Baptist Church. With the interim proposal and change from 120 feet to 100 feet of right of way, fewer overall impacts are expected to these properties. Mitigative measures to the church property will be investigated with NCDOT further to include placing guard rail in front of the church.</p> |
| 11 | Dupre | Dennis | self | 11/03/08 | <p>COMMENT 11A: Voiced opposition to a center turn lane (suicide lane).</p> | <p>A raised landscaped median is being planned as part of this project.</p> |
| 12 | Gale | Robert | self | 11/03/08 | <p>COMMENT 12A: This road has been designated for a purpose which is no longer relevant. This is clearly a (inaudible) road project. There is no place for commercial - major commercial development between Raven's Ridge and Wakefield and any development that is going to happen is going to be (inaudible) development I believe. As our speakers have very eloquently (inaudible) at no place in the future is there a conceivable need for a 6 lane highway through this neighborhood close to Falls Dam where people use it for recreational purposes. That quality is lost if this is turned into a 6 lane highway and I can see no reason why that should be done. The long strategy I believe is to turn Capital Boulevard, Highway 1, into a freeway in the future. Great. It is a commercial environment. There's enough land there to do that and that's what I think should be (inaudible). I want those neighborhoods in Wakefield who are looking for improvements to their quality of life to be able to get that first of all and building this bridge as soon as we can to make the connection.</p> | <p>See response to comment Nos. 2A and 9A.</p> |

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| | | | | <p>COMMENT 13A: I believe that we do need to improve Falls of Neuse and I think it's quite clear to everybody that we have traffic issues and we need to resolve them. But I work in the software industry and one of the things we've learned that doing big projects with nothing like (inaudible) until you know what's going to happen in the future is usually a big mistake. We usually don't know going to happen in the future. What we need to do is what we need right now and I think that is what we should be trying for and to seek to build and serving the needs of the communities. In the future, there may be further improvement and there may not, and that is the right time to be considering the needs of those communities in the future.</p> | <p>Comments noted.</p> |
| 13 | Gale | Robert | self | <p>11/03/08</p> <p>COMMENT 13B: Couple of other points, we should be aware of unintended consequences. The road is stated to meet the needs of (inaudible) and the communities, but as we join Hwy 1 to 5490, I think that this road will become a very desirable cut-through for increasingly heavier traffic and that down the road, we might need to limit that traffic that can use the route because it will be very attractive as a cut-through.</p> <p>COMMENT 13C: Voiced opposition to the addition of the Paddy Hollow Lane connection. It was brought up at the last public meeting and added as the result of a couple of comments. If there's enough engineering going into the full project, then the same kind of engineering should be going into anything tacked onto it as well.</p> | <p>See response to comment No. 4C.</p> |
| | | | | <p>11/03/08</p> <p>COMMENT 13D: One of the slides in tonight's presentation said there is no finding of any impact to the community, and I think comments tonight will refute that.</p> | <p>The opening of Paddy Hollow Lane was considered in response to citizen requests for access to Falls of Neuse via Dunn Road; however, after careful consideration, was not included as part of the proposed project.</p> <p>Some degree of impacts to all local environments whether natural, physical or human are expected due to the nature of the proposed action. Balancing the needs of the local community with those of the existing environment is a major consideration when planning, designing and constructing a transportation project for both the City and NCDOT. Measures to avoid, minimize and mitigate impacts are documented in the Environmental Assessment (09/2008).</p> |
| 14 | Gale | Robert | self | <p>11/03/08</p> <p>COMMENT 14A: Please make sure there is improved pedestrian access into the Falls Dam area.</p> | <p>The City is working with the US Army Corps of Engineers to ensure that public access is maintained to the park facility.</p> |
| 15 | Gale | Robert | self | <p>11/03/08</p> <p>COMMENT 15A: Voiced opposition against opening Paddy Hollow Lane.</p> <p>COMMENT 16A: I am opposed to the opening of Paddy Hollow Lane in the Woodbridge community for 3 reasons: safety, quality of life and home values. Regarding safety there are many children on Paddy Hollow Lane and Turtle Ridge Way whose safety will be put at risk when adjoining neighborhoods and those in our neighborhood use our own streets to access Dunn Road as a result of not being able to make a left from Paddy Hollow onto Falls of Neuse. This will also be a major cut through for more potential traffic not to mention the child care facility that is planned for Dunn Road.</p> | <p>See response to comment No. 13C.</p> <p>See response to comment No. 13C.</p> |

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| 16 | Garcia | Tony | Woodbridge | 11/03/08 | <p>COMMENT 16B: Regarding quality of life, increased traffic will bring noise and congestion to our peaceful community. The Falls of Neuse Road widening will already affect 3 to 5 homes in our community and by opening Paddy Hollow Lane to Dunn we are going to affect another 25 homes. in a community of 120 homes that is 25 percent of our community affected by these plans.</p> <p>COMMENT 16C: I strongly believe that our home values will significantly decrease as a result of this construction. I also want to state that for a neighborhood of 120 homes with at least 3 exits we have plenty of access. I also wish to report that the opening of Paddy Hollow to Dunn has not been adequately communicated nor reviewed by our community. Taxpayers should understand the costs of grading that slope as well as obtaining the land to make a connection with Dunn will be very expensive and the City will be tacking this on as an expense.</p> | See response to comment No. 13C. |
| | | | | | <p>COMMENT 17A: I am representing Mt. Pleasant Baptist Church and we are concerned that widening this road, as you know, is going to take most of the front of our church away. We are very close to the road as it is now and we don't understand why it's can't be shifted to the other side, where there is much more property that's not being used. It doesn't make sense to me or to any members of our congregation that you could not do that shift. It is never too late, because you haven't put the first bulldozer out there to push anything up yet.</p> | See response to comment No. 10A. |
| 17 | Gill | David | Mount Pleasant Baptist Church | 11/03/08 | <p>COMMENT 17B: And the second thing I am concerned about, I asked about if there was going to be any type of protective barrier in front of the church, because as you know when we step out of the front door - we are right on the road. Now I feel that the engineers are not familiar with is how fast people drive down Falls of Neuse Road. Like the lady said, we have seen cars hit trees on Falls of Neuse Road and I would hate for us at Mt. Pleasant Baptist Church to be a news story because the City and designers won't spend a couple of dollars to protect people that are going to be out. We have kids at our church and as you know, children run and play. They don't think about the danger involved, So what I am asking for our church is protection of our congregation and also to please consider a little shift in that road, I mean there is property on the other side.</p> | See response to comment No. 10A. |
| 18 | Gill | David | Mount Pleasant Baptist Church | 11/03/08 | <p>COMMENT 18A: Voiced concern for safety of members of the church with the loss of land/extra lane from the front of the property. Requested barrier be constructed in front of the church. Voiced support for 4-lane widening. Voiced opposition to the 6-lane widening.</p> | See response to comment Nos. 2A and 10A. |
| 19 | Gill | Linda K | Mount Pleasant Baptist Church | 11/03/08 | <p>COMMENT 19A: Voiced concern for safety of members of the church with the loss of land/extra lane from the front of the property. Requested barrier be constructed in front of the church. Voiced support for 4-lane widening. Voiced opposition to the 6-lane widening.</p> | See response to comment Nos. 2A and 10A. |
| 20 | Hopson | Shirley | Mount Pleasant Baptist Church | 11/03/08 | <p>COMMENT 20A: Voiced concern for safety of members of the church with the loss of land/extra lane from the front of the property. Requested barrier be constructed in front of the church. Voiced support for 4-lane widening. Voiced opposition to the 6-lane widening.</p> | See response to comment Nos. 2A and 10A. |
| 21 | Jenkins | Patricia | Mount Pleasant Baptist Church | 11/18/08 | <p>COMMENT 21A: Voiced concern for safety of members of the church with the loss of land/extra lane from the front of the property. Requested barrier be constructed in front of the church. Voiced support for 4-lane widening. Voiced opposition to the 6-lane widening.</p> | See response to comment Nos. 2A and 10A. |

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| 22 | Johnson | | Mount Pleasant Baptist Church | 11/03/08 | COMMENT 22A: Requested barrier be constructed in front of the church. Voiced opposition to the 6-lane widening. | See response to comment Nos. 2A and 10A. |
| 23 | Johnson | Cleotis and Brenda | Bedford | 11/18/08 | COMMENT 23A: Voiced opposition to 6-lanes. Voiced concern over large trucks/vehicles using the new bridge and roadway. Voiced concern for citizens living adjacent to the existing roadway having a busy freeway at their doorstep. | See responses to comment Nos. 2A and 4C. |
| 24 | Jones | Delores | Mount Pleasant Baptist Church | 11/18/08 | COMMENT 24A: Voiced concern for safety of members of the church with the loss of land/extra lane from the front of the property. Requested barrier be constructed in front of the church. Voiced support for 4-lane widening. Voiced opposition to the 6-lane widening. | See response to comment Nos. 2A and 10A. |
| 25 | Jones | Rosabelle | Mount Pleasant Baptist Church | 11/03/08 | COMMENT 25A: Voiced concern for safety of members of the church with the loss of land/extra lane from the front of the property. Requested barrier be constructed in front of the church. | See response to comment No. 10A. |
| 26 | Justice | Elonza | Mount Pleasant Baptist Church | 11/12/08 | COMMENT 26A: Requested barrier be constructed in front of the church. Voiced support for 4-lane widening. | See response to comment Nos. 2A and 10A. |
| 27 | Justice | Lizzie | Mount Pleasant Baptist Church | 11/03/08 | COMMENT 27A: I am concerned about the widening of the road. I am also a member of the church at 10720 Falls of Neuse Road. We have a traffic problem getting out into the road, it is going to cause a bigger problem for us. Also, we are very concerned about the church and taking so much land, our safety there when we meet. It is our desire that you will not widen the road - as in the last design that we saw, that it will be less lanes and that you will shift it so that you could take more property on the opposite side of the church. The church is 123 years old. We have been there and it is our desire that you would keep us in mind in your design all that you can do to make it better for us and address our safety and noise that will come with all the traffic. | See response to comment Nos. 2A and 10A. |
| 28 | Justice | Lizzie | Mount Pleasant Baptist Church | 11/12/08 | COMMENT 28A: Voiced concern for safety of members of the church with the loss of land/extra lane from the front of the property. Requested barrier be constructed in front of the church. Voiced support for 4-lane widening. Voiced opposition to the 6-lane widening. | See response to comment Nos. 2A and 10A. |
| 29 | Justice | Mattie | Mount Pleasant Baptist Church | 11/12/08 | COMMENT 29A: Requested barrier be constructed in front of the church. Voiced support for 4-lane widening. | See response to comment Nos. 2A and 10A. |
| 30 | Linster | Dorothy | self | 11/03/08 | COMMENT 30A: Requested a barrier be placed in front of Mt. Pleasant Baptist Church and any other places or worship along the widening. The barrier should be aesthetically acceptable. Voiced support of 4-lane widening. Include appropriate speed limits and traffic signals along the route to protect the public from the increased risk produced by the added traffic. | See response to comment Nos. 2A and 10A. |
| 31 | Lloyd | Barry | self | 11/04/08 | COMMENT 31A: Voiced concern over the increased noise and negative effects it will have on the property values in my neighborhood. | It is difficult to accurately determine the effect of a roadway project on home values or whether or not any adverse effect could be classified as severe or significant. While noise studies conducted for the project indicate impacts due to potential noise increases, these impacts were not significant enough to justify the placement of a noise wall or other barrier. |

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| 32 | Manczak | John | River Oaks | 11/03/08 | <p>COMMENT 32A: I would like to make a comment tonight about the design precedent for this roadway. You have heard people in here in earlier presentations talking about Falls of Neuse being part of the general master plan of the roadways in the City of Raleigh and this is designated as a Category 2 thoroughfare. I'd just like to remind people here that general traffic plan was designed as early as the year 1960. It has to be 48 years old and that was at a time when none of these subdivisions up here were even thought of or preplanned at the time. Falls of Neuse now winds its way through a residential section of town. I personally do not believe that a Category 2 thoroughfare is merited. If we did an updated plan right now for the City of Raleigh and the region, I do not believe it would be designated as such.</p> | See response to comment No. 9A. |
| 33 | Marbet | Manual | self | 11/03/08 | <p>COMMENT 32B: Capital Boulevard is a much more commercialized, non-residential setting and would actually remove traffic from Falls of Neuse Road to a more quicker access to 540 if Capital were allowed to become a limited access interstate type of roadway. So, I ask the people who are doing this design work to look again at those priorities and try to take a look and capitalize the idea of going through residential neighborhoods.</p> | Comment noted. |
| 33 | Marbet | Manual | self | 11/03/08 | <p>COMMENT 33A: Voiced opposition against opening Paddy Hollow Lane.</p> | See response to comment 13C. |
| 34 | McGregor | George | self | 11/03/08 | <p>COMMENT 34A: When I moved to Raleigh, in 1978 Falls of Neuse was two lanes north of Millbrook. I am not trying to stand in the way of progress. I think the road needs to be expanded like a number of other people have already stated. I agree with 4 lanes and I don't need to reiterate what everybody else has already said. In fact, I don't think there should be any reason whatsoever that Falls of Neuse should be expanded beyond that at any time to 6 lanes.</p> | See response to comment No. 2A. |
| 34 | McGregor | George | self | 11/03/08 | <p>COMMENT 34B: I believe that Capital Boulevard was intended to be the feeder to 540 intersection. If you make 6 lanes on Falls of Neuse, every commercial vehicle that I can think of that would be coming down Rt 1 is going to take 540 at 1A in Wake Forest and swooping down that 6-lane highway and then to 540 and go west to get to the other feeds in town such as Six Forks Road or Creedmoor Road. I think this plan would be a bad idea to plan for at any time.</p> | See response to comment No. 2A. |
| 34 | McGregor | George | self | 11/03/08 | <p>COMMENT 34C: This project calls for clear cutting a 125 foot swathe and eliminating thousands of trees for whatever reason I cannot figure out. This thing as has been previously stated ought to be built from the inside out and leave the outside for future considerations, which would have to include the widening of Falls of Neuse the rest of the way. The whole thing needs to be re-thought and it seems foolish to me that we would spend the money needed to make this, in essence, 6 lanes and just pave it all. Now if the need arises later - I don't think we should ever do it in case because it would just become a commercial highway going through residential neighborhoods that's not right.</p> | See response to comment No. 2A. |

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| 35 | McGinnis | Jason | self | 11/03/08 | <p>COMMENT 35A: I agree this widening is necessary. I agree 4 is much better than 6. If you follow the logic we might need 6 in 2030, we might need 8, we might need 10. My property happens to be on the corner of Dunn and Falls so not only am I going to be impacted on the Falls side but also on the Dunn side. So I will be looking at 2 lanes coming down on the left side on my property and then the extension of Falls to the back. There is a significant impact for me. I have a pretty big treeline and if blocks a lot of noise right now. That will be disappearing from both sides. So there will be a noise impact that's going to be there. So it's stated here that there's no impact - no significant impact. It is a significant impact to me and I take that as a bit offensive.</p> | See response to comment Nos. 13D and 31A. |
| | | | | | <p>COMMENT 35B: There are also safety issues as someone mentioned before cars being in trees. There have been at least 2 occasions of cars in my backyard that have been stopped by the trees that were there. So now we are going to remove the trees and we are going to move the road 20 or 30 feet closer to me. I am not really sure what is going to stop these cars this time.</p> | See response to comment No. 13D. |
| | | | | | <p>COMMENT 35C: And the other thing I want to talk about is property values. You know this has been touched on just a bit but there is actually a really big impact to everybody. If my property value goes down 30 or 40 percent in value - so does everyone's value. So there is definitely a financial impact to me and personal impact. So gain, it is not significant to the City then it is significant to me and that is what I want to say</p> | See response to comment 31A. |
| 36 | Nemy | Dorothy | self | 11/03/08 | <p>COMMENT 36A: I am against opening the Paddy Hollow extension to Dunn Road. All the traffic on Dunn Road going out in the morning is lined up way past Paddy Hollow, so opening that up, you're not going to be able to get out on Dunn Road. Also it's going to be a safety hazard to consider. There are children waiting for school and waiting on the school bus so there's going to be a problem. Emergency vehicles, it will be difficult for them to turn on Dunn Road. You would probably have to buy a couple of houses on Dunn that are rentals.</p> | See response to comment No. 13C. |
| 37 | Nemy | Dorothy | self | 11/03/08 | <p>COMMENT 37A: Voiced opposition against opening Paddy Hollow Lane.</p> | See response to comment No. 13C. |
| 38 | Niles | Tim | self | 11/03/08 | | See response to comment No. 13D. |
| 39 | Niles | Tim | self | 11/03/08 | <p>COMMENT 38A: I just wanted to add to one of the previous gentlemen's comments. I too find it offensive to have the officials make the statement there's no significant impact. I am sure they didn't mean to our quality of life. They must have meant something completely different and probably should have specified what they were talking about.</p> | See response to comment Nos. 2A and 9A. |

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| 40 | Palmeri | Philip | self | 11/10/08 | <p>COMMENT 40A: Applaud the City for planning for growth - though 6-lane widening may be too much. Do not let this project turn Falls of Neuse Road into a Capital Blvd. City sold this entire area as residential, any road changes that allow heavy commercial truck and industrial traffic is totally unacceptable.</p> | Comments noted. |
| 41 | Patsey | Justin | John Wieland Homes | 11/07/08 | <p>COMMENT 41A: John Wieland Homes is the developer of River Run neighborhood. River Run's entrance and entrance monuments are presently located at the intersection of Falls of Neuse and Lowery Farms Lane. When Lowery Farm Lane is converted to a cul-de-sac, the River Run HOA will be forced to relocate their entrance from Lowery Farm Lane to Wide River Drive. I would like to go on record and request that the City reimburse the HOA for that expense.</p> | Request noted. |
| 42 | Paul | Michael | Oakcroft HOA | 11/03/08 | <p>COMMENT 42A: I am the president of Oakcroft Homeowners Association and we as an Association are opposed to widening Falls of Neuse to 6 lanes. We do support widening Falls of Neuse to 4 lanes with a center turn lane. We understand the need to expand to 2 lanes to ease congestion but we do not want to make this road a highway through our neighborhoods to 540, not do we see any reason to divide the landscape now for a possible need to expand this road again in 30 years. Our intent is to preserve as much as possible the beauty of our natural surroundings, tranquility of our neighborhoods, and the residential character of where we live. We use this road to go to and from work, school, shopping and social events. Currently the road acts as a buffer between our neighborhoods and the rest of the world. We want to keep it that way. If we allow expansion to 6 lanes that will destroy the natural beauty of our residences and will invite more traffic to rip through our neighborhood to area highways and will create a corridor of commercial and industrial development.</p> | See response to comment No. 2A. |
| 43 | Powell | Elizabeth | Mount Pleasant Baptist Church | 11/18/08 | <p>COMMENT 43A: Voiced concern for safety of members of the church with the loss of land/extra lane from the front of the property. Requested barrier be constructed in front of the church. Voiced support for 4-lane widening. Voiced opposition to the 6-lane widening.</p> | See response to comment Nos. 2A and 10A. |
| 44 | Powell | Minnie | Mount Pleasant Baptist Church | 11/03/08 | <p>COMMENT 44A: Voiced concern for safety of members of the church with the loss of land/extra lane from the front of the property. Requested sound proof barrier be constructed in front of the church. Voiced support for 4-lane widening. Voiced opposition to the 6-lane widening.</p> <p>COMMENT 45A: To echo the sentiment that some of the other speakers have said, the monstrosity seems to be an overly ambitious project in the fact that there's a multiuse purpose path on one side and a sidewalk on the other side and medians in the middle. It's just very ambitious in the right of way acquisition.</p> | See response to comment Nos. 2 and 10A. |
| 45 | Rabon | Sam | Autumn Hills | 11/03/08 | <p>COMMENT 45B: Everybody talks about safety and how safe this thing is going to be, well with brand new Alternative 4, it's extremely unsafe. In fact, it's downright dangerous at our particular intersection on October Road. So hopefully through this forum, I can at least voice on behalf of the Autumn Hills subdivision homeowners the fact that we would like to have October Road dead-ended and closed down at our particular location due to the fact that new Alternative 4 is making two directions of u-turns.</p> | See response to comment No. 7A. |

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| 46 | Rabon | Sam | Autumn Hills | 11/03/08 | <p>COMMENT 45C: All subdivisions that have been built after our subdivision was created actually have the facilities to have pedestrians walking. Therefore, funneling traffic down to a road that doesn't have sidewalks makes it even more dangerous for my two little girls.</p> <p>COMMENT 46A: Voiced support for a right-sized road that would be 4 lanes only, without the future growth capability to accommodate 6 lanes. A happy medium compromise that would make FON homeowners and the City planners happy might be to have a separating grass median. Voiced support for the multi-use path being located closer to the existing curb such as further south of Daltons Ridge just prior to the 540 interchange. Locating the path closer to the curb will save 2-3 feet of ROW and 13 mature Leland Cypress. Requested cypress trees are depicted on future project graphics.</p> | See response to comment No. 7A. |
| 47 | Rajani | Purshutam | self | 11/03/08 | <p>COMMENT 47A: So instead of moving the road, just make the road narrower. Instead of it being 130 or 140 can you make it 80 or 70 feet? You have Old Falls of Neuse coming down and there is a fire station, you can't get across. They can probably run a hose. That would be easier than for the trucks to come around. Why couldn't you put a (inaudible) in there and put a light over there to save the church and I think that would be too much common sense for you. That's all.</p> | See response to comment No. 2A. |
| 48 | Rajani | Purshutam | self | 11/03/08 | <p>COMMENT 48A: This monstrosity, this seven-lane highway plus bicycle lane, plus who knows what is going to go right through my backyard and it is going to cut down a beautiful tree. I don't understand why we need all that when up further north on Falls of Neuse there are four lanes and no bicycle lanes. You go further south, again four lanes, and there no way (inaudible). So everything says you're still going to have a back log and you're going to be backed up anyway. So stick to four lanes and if we do get the growth that we envision twenty-face years from now, then you can.</p> | See response to comment No. 2A. |
| 49 | Senecal | Gene | River Oaks HOA | 11/03/08 | <p>COMMENT 49A: I just want to address the thing about economic impact. We all know and recognize today, given the current situation and everything else, how housing values are all under siege. The adoption of the current plan would just further exacerbate those home values and the erosion of those values. Adoption would encourage bordering properties to seek rezoning. We also believe that it would encourage flight from the area and would have a negative domino effect on values throughout the area. Adoption is just going to encourage more commercialization.</p> | See response to comment No. 31A. |
| 50 | Senecal | Gene | River Oaks HOA | 11/03/08 | <p>COMMENT 50A: I'm the president of the River Oaks Homeowners Association, part of a coalition of seven homeowners association's that have grouped together for a common cause and that is to oppose -- well, first, we don't oppose the widening. We really believe that the widening should occur. What we oppose is this -- as -- as our previous speaker said this monstrosity of six lanes and a median that is going to destroy the residential quality and the quality of life of these neighborhoods. And I see a lot of people shaking their heads and I am with you. We are in favor of --of return -- of a turn lane, a median, four lanes. Then 25 or 30 years from now, when it's needed, let's look at the issues then. But I think as previously noted, from north you go south and it's all four-lanes.</p> | See response to comment 2A. |

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| 51 | Shaver | Charles | self | 11/03/08 | <p>COMMENT 51A: I would like to comment on the quality of life issue. First of all, Falls of Neuse Road needs to be widened, in my opinion, to 4 lanes and a turning lane but not to the 6 lane mega highway we are talking about. The concern I have is the noise and loss of privacy when they clear-cut all of the trees outside of the short wall outside of my house. Mr. Percival and Mr. Upchurch were at my house and we went into the backyard and were talking and Mr. Upchurch had to stop talking because the noise level got so loud that he could not carry on a conversation. Now I am told there is not a noise pollution problem, which is not true. The decibel level is over 67 but the city planners intend to do nothing about it, no noise barrier, no privacy barrier, nothing whatsoever. In addition to that, from safety we are on the outside of a curve which at the increased speed is going to present a safety hazard.</p> | <p>See response to comment No. 2A. The existing noise level is predicted to be 66 dBA and the 2033 Build noise level is predicted to be 72 dBA. The level of noise increase to a few residents is not enough to justify the construction of a noise wall or other noise barrier.</p> |
| 52 | Shaver | Charles | self | 11/03/08 | <p>COMMENT 52A: Maps show property with incorrect owner name should be Charles & Deanna Shaver</p> | <p>Correction Made.</p> |
| 53 | Schwartz | E | self | 11/03/08 | <p>COMMENT 53A: Why not acquire all the needed property now and build 4 lanes plus median and then build additional 2 lanes when required. This will allow property owners who will be adversely impacted another 10-12 years of additional time to enjoy their homes.</p> | <p>See response to comment 2A.</p> |
| | | | | | <p>COMMENT 54A: According to the numbers in the letter we got in the mail, that we should expect something like a 68 percent increase in traffic between now and 2035, and we are proposing a 200 percent increase in road capacity. I think at this point when you try to balance that against environmental concerns, it's a bit of an overkill. Maybe if I am driving in 2035. I won't think so, but right now I do.</p> | <p>Comment noted.</p> |
| 54 | Spaulding | Bruce | self | 11/03/08 | <p>COMMENT 54B: If we build four lanes on the current plan, but instead of building from the outside in we build from the inside out, we save 22 feet of impact especially to our trees along the wall. Also we heard a lot last time especially about all the traffic flow improvements the previous speaker just talked about, and maybe that will help a little bit with that 200 percent versus 68 percent capacity.</p> | <p>See response to comment 2A.</p> |
| | | | | | <p>COMMENT 54C: We have to build sidewalks if you expand it to 6 lanes in 2035 or thereabouts, but sidewalks are pretty inexpensive. The expense might be curbing and the drains. Another thing we could do was referred to in that letter, no trucks from Route 1 down to 540. That would keep some of the more obnoxious traffic out anyways. And then we are stuck with 4 lanes for a few years. We are not going to get a sidewalk close enough to our wall than you are going to get brick burn just walking. In the process, you could do a traffic count on the sidewalk use and maybe a sidewalk on one side or the other, because I bet if you take a look at the number of people from Wakefield walking to the nature area, it might be real (inaudible).</p> | <p>See response to comment No. 45A.</p> |
| | | | | | <p>COMMENT 55A: The concerns we have are safety, safety, safety, safety, safety. We already with the two lanes had people run into our pine trees on the corner all of the time. If we increase the traffic and if we have a drive through so people can turn - U turn both ways all of the time, we're going to be turned around. We're going to be worse. Also with the widening, they are going to take our corner to widen the street that goes into Falls of Neuse Road. That is going to make the danger worse. It's going to come into the driveway, increase the traffic, make it very unsafe.</p> | |

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| 55 | Strother | Linda K | self | 11/03/08 | <p>COMMENT 55B: The other concerns that we have that we have asked over and over again, our property. When they did the water assessment, they took down 20 of our trees. Okay, now the pollution from cars has to be worse. When there is going to be four lanes it is going to be increasingly worse. We have asked for noise barriers. We have asked for safety barriers. This answer to this over and over is no, no, no. Safety, air quality, structure of property, all these things I have asked for once, twice, three and four times. My question is do you pay attention, are you going to honor some of my requests, how can I be more effect time in these things done and will you listen?</p> <p>COMMENT 56A: Current plans allow left and right turns from October Road onto Falls of the Neuse and left turns from Falls of Neuse onto October with no stoplight. We live at the corner of this intersection and have experienced several wrecks with vehicles ending up in our yard and hitting our trees. This plan will decidedly increase the level of danger to us and our neighbors. Our driveway will be too close to the turn lanes and intersection on October Road in the current plan causing us much danger when exiting our driveway. Our septic tank and drainage field are in our backyard where you will be encroaching upon our land. Depending upon how much land is taken our septic tank and drainage field may be in danger of destruction. Currently, the answer has been NO to the request for the placement of barriers between our property and the roadway. After already losing 25 trees due to the water easement project, we have noted an increase in noise levels. Increased traffic, traffic moving closer to our home, the loss of more trees and no barriers will cause a considerable hardship.</p> <p>COMMENT 56B: Our drive will be too close to the added turn lanes on October Road to be safe. Traffic will be much closer to our home with no barrier. The loss of square footage and more trees, increased safety hazards, and traffic moving closer to our home will cause great devaluation to our property. We are going to lose land, experience a decrease in safety, and traffic moving closer to our home and pay the City for assessments? NO FAIR. The property across from our property is undeveloped, as is the land across from the neighbors on either side of us. The house across from Mount Pleasant Baptist Church is vacant. To lessen the land impact to the mentioned properties, we request that the roadway go more than is currently planned on the west side of Falls of Neuse across from these properties.</p> | <p>With the project reconfiguration decision from City Council, the current distance from the closest travel lane on Falls of Neuse Road as proposed with the narrower median in the interim project is proposed to be approximately 76 feet to the west corner of this driveway. This is only approximately 7 feet closer than in the current 2 lane existing roadway. Noise abatement studies were completed as part of the planning and preliminary designs studies and results depicted no individual impacts great enough to justify noise walls or other barriers. Landscape plans will be developed during final design of the project. Also with the project reconfiguration decision from City Council, the current distance from the closest travel lane on Falls of Neuse Road as proposed with the narrower median in the interim project is proposed to be approximately 76 feet to the west corner of this driveway. This is only approximately 7 feet closer than in the current 2 lane existing roadway. The current reconfigured project will not require slope easements to exceed</p> |
| 56 | Strother | Linda K | self | 11/17/08 | | |
| 57 | Tanner | Mary | Mount Pleasant Baptist Church | 11/03/08 | COMMENT 57A: Voiced opposition to 6-lane widening. | See response to comment 2A. |
| 58 | Tanner | Victor | Mount Pleasant Baptist Church | 11/03/08 | COMMENT 58A: Voiced support for 4-lanes. Voiced opposition to 6-lane widening. | See response to comment 2A. |
| 59 | Tart | Nelson | self | 11/17/08 | COMMENT 59A: Voiced concerns over loss of family property as shown on latest mapping. The loss of family property will result in loss of septic system and water which will not be re-permitted due to size of remaining land after acquisition. Would like to be contacted to discuss the project plans in detail. | See response to comment 7A. |
| 60 | Thornton | Wilson | Baptist Church Pleasant Mount | 11/12/08 | COMMENT 60A: Requested concrete sound barrier be constructed in front of our church. | See response to comment 10A. |

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| 61 | Top | Andrew | 11/03/08 | <p>COMMENT 61A: I'm at the very end of New Falls of Neuse and the road kind of cuts through where my neighborhood is. We're going to have to cross New Falls of Neuse, my children and I, to go to the pool. And we understand the traffic is really going to increase on New Falls. That will be an issue, but when you think about the amount of traffic and congestion just going through it, and the headaches, every single day, it's about 4.1 miles from my house to Raven's Ridge. Once the bridge goes in, it's almost half, a little over 2.3 miles. So that 15 minutes it takes me to get there every morning --- that trip is going to be a 5-minute trip for me going am and pm. If you multiple that by 15 minutes I save - that's 75 minutes a week. Multiplied times weekend trips, evening trips, everybody in my neighborhood - I mean for the 25,000 people that use this, this is hours upon hours.</p> | Comment noted. |
| | | | | <p>COMMENT 61B: Taking this project and stepping back and redesigning it and putting in 5-lane section, all of us 25,000 go through that every day and for another year to study a suicide lane - that is what they call these things. They are not very safe. There are head on collisions. With a nice wide median like there is on Falls of the Neuse Road I think that makes a lot of sense. So the planning often gets criticized, but planning ahead - plan for a wide median maybe 5 or 6 lanes, but you can widen them to the inside and not have to touch the outside and go back through this process and add more right of way down the road. But it's clearly needed and I think having the flexibility - it's just a lot of congestion problems and it think the design the way it is now is pretty good. They used good engineering judgment and if think it is a good project.</p> | Comment noted. |
| 62 | Wellers | David | 11/04/08 | <p>COMMENT 62A: Voiced opposition to widening Falls of Neuse Road to 6 lanes. Voiced opposition to speed limits greater than 35 mph on the roadway.</p> | See response to comments 2A and 4B. |
| 63 | Wilson | Robert | 11/03/08 | <p>COMMENT 63A: Voiced support for 4-lane widening. Voiced support for a left turn lane for single family driveways/small roads located along Falls of Neuse Road. It is much safer to turn left onto Falls of Neuse Road than to jump right into 50 mph traffic from a dead stop. Voiced support for keeping the road as is from Fonville to Raven Ridge (such as it is in front of Kohl's).</p> | See response to comments 2A and 4B. |
| 64 | Zilch | Cathy | 11/03/08 | <p>COMMENT 64A: Voiced opposition over acquisition of large right of way and modification of development entryway (River Oaks), concern over lowering property values. Voiced concern for right of way acquisition from Mount Pleasant Baptist Church.</p> | See response to comments 2A and 10A and 31A. |
| 65 | Zuich | Cathy | 11/03/08 | <p>COMMENT 65A: Thanks for holding a public hearing. Great that 3 City to citizen comments.</p> | Comment noted. |
| P-1 | Daltons Ridge HOA, 11/03/08 | | | <p>COMMENT P1A: Voiced opposition to city taxes being spent to build a sidewalk to areas not in the City's jurisdiction.</p> <p>COMMENT P1B: Voiced opposition against a sidewalk being added along the west side of the project in front of Daltons Ridge Development.</p> <p>COMMENT P1C: Voiced opposition to the 6 lane widening.</p> <p>COMMENT P2A: RESOLUTION: Falls of Neuse be classified a local traffic only for local deliveries.</p> | <p>See response to comment No. 54C.</p> <p>See response to comment No. 54C.</p> <p>See response to comment No. 2A. Resolution noted.</p> |

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| <p>P-2</p> <p>NORCHOA, 11/07/09; Composed of the following communities - Autumn Hill, Bedford, Daltons Ridge, Falls Pointe, Oakcroft, River Oaks, Woodbridge and Woodspring and individual landowners Randy Ray and Robert Wilson.</p> | <p>COMMENT P2C: RESOLUTION: The easements and rights of ways be sufficiently wide and aligned in such a manner that they only accommodate: 1) Two north lanes with a continuous throughway. 2) Two south lanes with a continuous throughway. 3) A properly marked free-flow center turning lane. 4) Adequate landscaping and noise mitigation be installed for the protection of all affected residents/neighborhoods on or near the widened roadway and replacement of any trees that might be negatively affected with trees of similar size and species. 5) Protected crosswalks shall be installed at each traffic control signal. 6) A protected bicyclist/pedestrian (multi-use) path shall be installed on the east side of Falls of Neuse Road, connecting to the existing path, which currently ends at Raven Ridge. 7) Two designated bicycle lanes, each two feet in width to be created by increasing the width of the outer traffic lane in each direction from 11 to 13 feet. 8) No sidewalk is needed or desired on the west side of Falls of Neuse Road.</p> | <p>Resolution noted. Comments 1, 2, and 3 see response to comment No. 2A. Comment 4 see Protected crosswalks are planned as part of the design for the proposed project. Comment 6 A multi-use path along the east side of the proposed project is also planned. Comment 7 wider width outside lanes to accommodate bicyclists are planned. Comment 8 see response to comment No. 45A.</p> |
| <p>P-3</p> <p>Mount Pleasant Baptist Church, 11/18/08</p> | <p>COMMENT P3A: Voice support for a barrier in front of the church for protection against out of control vehicles and that the size of the construction project be limited to four-lanes and a median instead of six-lanes.</p> | <p>See response to comment No. 10A.</p> |

Attachment 5 Mt. Pleasant Baptist Church Petition

November 16, 2008

PETITION FOR FALLS OF NEUSE REALIGNMENT AND WIDENING
STIP PROJECT NO. U- 4901

We the undersigned members of Mount Pleasant Baptist Church strongly request:

That a barrier be constructed in front of the church for protection against out-of-control vehicles and that the size of the construction project be limited to four lanes and a median instead of six-lanes.

Minnie Rand
Daylen Rand
Tommy H. Birkell
Quincy Birkell
Richard Allen
Jordan Allen
Cassandra Robinson
Kam Johnson
Tyrone Debraun
Charlie Debraun
William Debraun
Harsh Debraun
Karl Birkell
Edna Nichols
Annie Bunte
Goesper Wyzie
Carl Wyzie
Jacqueline B. Eaton
Jessie Clegg
Milton Parker
Leona Richardson
Jeanette Hinkley
Belma Owen
Dorothy Rubin
Robert Brazier
Dorothy E. Jammack
Otis Dill
Vivian Dill
Dorothy Lowell

Helen Dean
Witch Dean
Ann Dean
Nancy Robertson
Witch Dean Jr
Alan Anderson
Anthony Anderson
Judge Brown
J. Phell Brown
Lois A. Daulton
Marvyn Smith
James James
Milton James
Montrell James
Marcus James
Myron James
Virginia James
Christine Graves
Jonathan Graves
Catherine Jones
Blanche Fisher

total 52

November 16, 2008

PETITION FOR FALLS OF NEUSE REALIGNMENT AND WIDENING
STIP PROJECT NO. U- 4901

We the undersigned members of Mount Pleasant Baptist Church strongly request:

That a barrier be constructed in front of the church for protection against out-of-control vehicles and that the size of the construction project be limited to four lanes and a median instead of six-lanes.

Seraldine Bryant
Dorothy Adams
Florence Guston
Georgia Lynch
Alonza Justice
Danielle D. Smith
Victoria Ingram
Lakma Ingram
Katherine Ingram
Bryley Hopper
Rufus A. Justice
M. D. Justice
Linda B. Buis
Lester Hester
Earl Wall
Kim James
Albert Justice
Cyrillus Walker
A. J. Burnett
Curtis Burnett
Dorothy Harrison
John Darr

James West
Kellee Gumble
Mary Tanner
Vicki Tanner
Quintrell Tanner
Jared Tanner
Lanana Ingram
Lana Tanner
Patricia Jefferson
Paul J. Jones Jr.
Arthur Bliss Jr.
Adrian M. Bell

total 34

November 16, 2008

PETITION FOR FALLS OF NEUSE REALIGNMENT AND WIDENING
STIP PROJECT NO. U- 4901

We the undersigned members of Mount Pleasant Baptist Church strongly request:

That a barrier be constructed in front of the church for protection against out-of-control vehicles and that the size of the construction project be limited to four lanes and a median instead of six-lanes.

Zellie Fort
~~Robert E. Wall~~
~~Robert E. Wall~~
~~Robert E. Wall~~
Helen Jones
Lauren Jones
Robert Jones
James Warden
Benjamin Spender
John Spence
James Spence
Robert Spence
Robert Spence
Robert Spence
Reganville Charlotte
Jessie Dunn
Thomas Dunn
Edith Dunn
Thilbert Dunn Sr.
Grant Spencer
Bessie Walker
Wiggin Duke
Dorothy Duke
Jared Humphrey
Dorothy Jones

Total 25

November 16, 2008

PETITION FOR FALLS OF NEUSE REALIGNMENT AND WIDENING
STIP PROJECT NO. U- 4901

We the undersigned members of Mount Pleasant Baptist Church strongly request:

That a barrier be constructed in front of the church for protection against out-of-control vehicles and that the size of the construction project be limited to four lanes and a median instead of six-lanes.

~~Alvin H. Dunn~~
~~Kiplan Scott~~
~~Horace D. Dunn~~
David Hill
Theresa Burt
James Burt Sr.
James Burt Jr.
Dora Michele Fort
Janessa Hall
Elizabeth Powell
Minnie Powell
James Hall
Stacey Powell
Lutwidge Powell
Michael Powell
Anthony Powell
Steven Powell Jr.
Jonathan Williams
Damon W. Paris
Teri Stewart
Curtis Stewart
Edna Stewart
Carolyn Stewart
Vicki Doria
Traevon Leonard
Darius Leonard
Trans. Dunn
Jay Leonard
Catherine Thompson
Annette Thompson
Honoreth Thompson

Rev. Carl Waden Pastor
Charles M. Williams
Magdalena Williams
America Williams
Charles A. Williams
Charles Richardson
Margie Williams
Nancy Dunn
Johnny Williams II
Johnny Williams III
Johnny Williams Sr.
Lubelly Hunter
Eric Crawford
George Crawford
Lynice Rouse
James Rouse
Susan Rouse
Levin Rouse
Worth Dunn Sr.
Cedric Hill
Vivian Walker
Maryjane Peares
Jo Ann Porter
Frank E. Jones
Lynneal Dismukes
L. M. R. W. DUNN
Therese Speasman
Cynthia Steadman
Andre/Andrea Best
Penny Grace
Jerry Grace

total 62

Grand total 173

Attachment 6 Daltons Ridge Community Petition

From: George E McGregor <gemrvm@juno.com>

OCT 27 2008

Received

Public Works Dept. -

Sylvester Percival, Project Engineer--Falls of Neuse Road Widening
City of Raleigh, 222 w. Hargett St, Raleigh, Nc 27602

Ed Edens, Project Manager
URS, 1600 Perimeter Park Dr-Ste400, Morrisville, NC 27560

Gentlemen: Below is the mail I sent to our 41 Daltons Ridge neighbors on Tuesday. Within 48 hours, I have received the attached 22 responses (in addition to my own stance on the matter), ALL of which Oppose the sidewalk, and NO responses in support of the sidewalk. Please take this into consideration. Many of us who live here now will have moved to nursing homes or cemeteries by the time there is any real need for the 5th & 6th lanes of roadway, or annexation of areas to connect to DR for use of a sidewalk. As of now Daltons Ridge is the ONLY property IN the city, along the west side of Falls of Neuse Rd. All citizens of Raleigh should oppose your use of City funds (out taxes) for a sidewalk for those who are NOT in the City!! In the meantime, we should be allowed to keep the privacy, beauty, and sound barrier we have been paying to maintain outside our Wall, along Falls of Neuse RD. I have taken photos of our plantings all along there, & hope that you intend to bear the cost of replacing what is torn out, with whatever plantings will fit in the strip of land that survives the widening.

Marilyn McGregor
Marilyn McGregor, Daltons Ridge HOA President 10-30-08
9404 Lake Villa Way, Raleigh, NC 27614

On Tue, 28 Oct 2008 15:33:26 -0500 George E McGregor <gemrvm@juno.com> writes:

Neighbors, Below is in regard to my call to the City about the proposed sidewalk outside our Wall. It is the width of the entire project (including the sidewalk) that would cause the clearing of trees etc. from the strip outside our Wall.

I did call S. Percival about the sidewalk. He said it is planned for the entire length from Raven Ridge Rd. north to the connection to New Falls of Neuse Rd, "so people from Wakefield can have access to walk" down this way. I said I doubted that anyone from Wakefield would walk that many miles for any PURPOSE, such as going to Kohl's, while their car sat in the garage. If they are just walking for exercise, there are plenty of sidewalks within Wakefield. I questioned using City money to provide sidewalks for those north & south of us who DON'T live in the City or pay City taxes. Said I'm tired of hearing people talk of moving out into the County to avoid City taxes, but then using city parks, tennis courts, etc that WE pay for, so I'm not happy to provide them sidewalks that likely won't even be used--don't really need them on BOTH sides of the street. He said there MAY be future annexation, but I said we could worry about a sidewalk then; in the meantime we should be able to preserve our trees & other plantings outside our Wall. I said I doubted more than three of our neighbors would use the walk; with our Wall, DR folks can't even access the walk from their own yards, and those who've wanted to walk O/S the Wall already do, just fine.

He said traffic situations are really under Eric Lamb, & that he would ask Eric to call me.

I would be interested in your feelings on this topic, so that in further communication with the City, I have actual data on how many of you favor or oppose losing our trees for the sake of a sidewalk. Please shoot me an email saying whether you'd want the sidewalk or not. We may have no choice, but can voice our preference. Marilyn 10-28-08

On Wed, 29 Oct 2008 10:45:28 -0400 xxxxxxxx@nc.rr.com> writes:

> Marilyn: I believe it was brought up at one of our HOA meetings that Fred talked with Percival and they talked about the sidewalk with Percival saying that it would prove access to the dam area, now to me this is absolutely unrealistic,

if you walk toward the traffic, as most walkers and runners do, from the North how are you going to cross a 4-6 lane highway to get to the dam. and what other reason would you be walking along the highway?

> The road widening project is so frustrating and a debacle. I certainly do oppose taking our beautiful landscaping outside the wall for a sidewalk.

) On Wed, 29 Oct 2008 13:59:24 +0000 xxxxxx@bellsouth.net writes:

> We are also against it!! good point. Perhaps we do
> need to let our opposition known as others have done.

) On Wed, 29 Oct 2008 10:58:07 -0400 (GMT-04:00) xxxxx@mindspring.com writes:

> hi,
> On the subject of the sidewalk, i am also against it.
>

) On Wed, 29 Oct 2008 10:45:42 -0400 xxxxxxxxxxx@cox.net> writes:

> Yes, we would like to have more space so as to keep the trees - also, still would like for them to revisit the idea of taking so much space to allow for 6 lanes sometime in the distant future.

) On Wed, 29 Oct 2008 19:57:41 -0400 xxxxxxxx@nc.rr.com> writes:

> Marilyn...we also are in favor of supporting NO sidewalk on Falls of
> Neuse!!
>
> Thanks,
>

) On Wed, 29 Oct 2008 11:10:12 -0400 xxxxxxxx@nc.rr.com> writes:

> we support: no sidewalk also. we will be at the meeting on monday.
>
> thanks

) On Wed, 29 Oct 2008 20:13:24 EDT xxxxxx@aol.com writes:

> Not interested in sidewalk.

On Tue, 28 Oct 2008 17:34:23 xxxxxx@aol.com writes:

> Marilyn,

>

do not want the sidewalk. Thank you for your effort.

On Tue, 28 Oct 2008 17:53:46 -0400 xxxxxxxx@nc.rr.com> writes:

> Save the trees!

>

On Tue, 28 Oct 2008 17:41:01 EDT xxxxxx@aol.com writes:

> NO SIDEWALK! Thanks for all your work Marilyn

>

On Tue, 28 Oct 2008 18:09:09 -0400 xxxxxxxx@nc.rr.com> writes:

> I sent Percival a detailed letter attached to the form from the previous meeting (Tim has a copy since I can't make the Nov. 3rd meeting). It included the "sidewalk to nowhere" and covered all the objections everyone else has raised.

> I believe we are united in our opposition to it, but, will that make any difference, who knows? I doubt it.

On Tue, 28 Oct 2008 18:05:27 -0400 xxxxx@gmail.com> writes:

> Marilyn, I support the saving of our trees outside our wall and do not support the 'sidewalk to nowhere'.

>

On Wed, 29 Oct 2008 08:38:11 xxxxxxx@aol.com writes:

> Marilyn,

> I agree with the rationale you describe and do not support removing our trees and shrubs for a sidewalk.

On Tue, 28 Oct 2008 22:02:08 -0400 (Eastern Daylight Time) xxxxxxx@mindspring.com> writes:

> > > We are not in favor of the sidewalk. > >

On Tue, 28 Oct 2008 21:18:31 -0400 xxxxx@earthlink.net> writes:

> I do walk to the park on the grass and never have encountered anyone else(except Phillis) along that path.

The preservation of the trees seem much more logical in light of the arguments about runoff and pollution issues. Trees

are nature's way of cleansing the air. I can't see anyone just "walking along" FofN in light of the amount of traffic and speeding cars it incurs.

On Tue, 28 Oct 2008 20:14:40 -0400 xxxxx@fmrealty.com> writes:

> Marilyn, do not see the need of 2 sidewalks/walking-bike trails on both sides of the widened Falls of Neuse Rd.

We want our trees & plantings to STAY in place for their beauty & the noise control they provide. "Less is more" is

our opinion. Wakefield is not goin to wlk up here!! Get real! Use the bike trail if necessary.

Subject: Re: Road Widening

On Tue, 28 Oct 2008 16:54:34 -0400 xxxxxx@aol.com> writes:
> NO SIDEWALK! Those FEW people that would use it can look right into
> our pool...the wall is at waist height! Also, when we bought here 3
> years ago no-one told us this was going to happen! There is a
> sidewalk on the other side of the road...ONE is enough! From Raven
> Ridge south there isn't a sidewalk on our side of the road...how
> come? NO TREES TAKEN DOWN! Thanks Marilyn.
>

I am opposed to the sidewalk for all the reasons that you have related mentioning to Sylvester. We pay for others to play, which is doubtful that they would for the very reasons you stated. We the taxpayers are effectively paying for this road for the benefit of those living outside Raleigh and now they want to put in the sidewalk and assess the owners (some) for it. Not very much justice I would say. The sidewalk will leave the outside of DR looking just plain bare and unattractive. I cannot imagine anyone from Wakefield walking this distance to begin with and what would they do it for. There is nothing here that they don't have already with very little walking if any.

On Tue, 28 Oct 2008 17:20:10 -0400xxxxx@earthlink.net> writes:
> NO SIDEWALK Makes no sense especially if they are going to have a
> walkway
> on the other side of Falls

On Tue, 28 Oct 2008 20:58:59 +0000 xxxxxx@bellsouth.net writes:
> Marilyn...
>
> Our feelings: NO sidewalk and NO loss of trees outside the wall!!!
>
>

> Your e-mail to S. Percival was right on track. In our letter to
> him, I said "many of the current residents would not even be here
> by the time they are ready to consider the next phase, as most of us
> are seniors, retirees, or empty nesters. Why should Dalton's Ridge
> residents have a lesser quality of life created by the current
> widening plan for Falls of Neuse when completing the project is not
> slated until the 2030s?" Additionally, I, too, made a point of no
> sidewalk and no loss of trees outside the wall.
>

) On Tue, 28 Oct 2008 17:40:41 -0400 xxxxx@nc.rr.com> writes:
> Marilyn,
>
> There is NO doubt that we DO NOT need a sidewalk outside our wall. Their points are not well thought out. The trees are a buffer for the noise and also enhance the appearance of our development. There is much more
> room on the other side of the road to put in a sidewalk if one is required. It sounds as if there is money in the coffers and someone wants to spend it.
> Totally ridiculous on way too many levels.
>
> NO one from Wakefield would ever use a sidewalk in front of our property.
> Where they got that one I do not know.
>
> If you need any other support, please let me know.
>
> 10-28-2008
>

Attachment 7 NORCHOA Communities Resolution

Resolution of NORCHOA Opposing the City of Raleigh's Proposal for Widening Falls of Neuse Road

Preamble

We, the people of the North Raleigh Coalition of Home Owners' Associations (NORCHOA), a coalition of eight neighborhood homeowners' associations, representing 2380 homes in the Falls of Neuse Corridor between Raven Ridge Road and the Neuse River, hereby oppose the City of Raleigh's proposal to obtain a six lane right of way on Falls of Neuse Road between Raven Ridge Road and connecting with New Falls of Neuse Road.

The City's characterization of the existing road as a secondary arterial roadway is wrong. Falls of Neuse Road is a local commuter road, not a secondary arterial. This designation was given in 1960, but Falls of Neuse Road has never been a secondary arterial roadway. More importantly, when the study was prepared, nobody even knew what the Falls of Neuse Corridor would look like. Specifically, the section of road targeted in the City's proposal serves a number of established neighborhoods filled with people who chose to live here. We use Falls of Neuse Road to go to and from work, school, shopping and social events. The road actually acts as a transitional conduit between our neighborhoods and the rest of Raleigh. We want to keep it that way; this is what we paid for and what we bargained for.

Now, or at least since the allocation of Federal funds in 2005, the City seems determined to turn Falls of Neuse Road into a regional commuter highway. The City proffers traffic projections to justify the proposed construction of a six-lane highway through our neighborhoods. However, this area is fully built out and the projected increase in traffic will not come from this area. The truth is, the City plans to divert traffic coming from the north via Capital Boulevard and NC98 onto Falls of Neuse Road. Not only will such a proposal destroy the tranquility of our neighborhoods, it will transform Falls of Neuse Road into a commuter highway running right through the middle of established neighborhoods creating a host of safety and noise issues for all residents.

In addition, it is very clear the City never planned for a six-lane commuter highway because now it has to take property from homeowners to have enough room to create a six-lane right of way through our corridor. This may mean nothing to the City, but will be devastating to not only the homeowners who are losing their yards (and the current safe places for their children to play) but also to their neighborhoods. Some -if not all- of the homeowners whose yards will be taken from them, will choose not to live next to a highway and will sell their homes. Who is going to buy their property? Another residential buyer? Hardly. The only likely buyers will be commercial developers; and once they buy, they will build. Once they build, the quiet residential atmosphere will be lost forever. One must remember that the diminution of property values of adjoining properties will have a "domino like" effect further impacting the residents' investment and ultimately their quality of life.

Is it worth all these negative consequences simply to keep an option open, one that won't be acted on for another 30 years or so, if at all? We think not. While we acknowledge and support a widening of Falls of Neuse Road, we recognize that no amount of widening will completely eliminate all congestion. Even now, congestion exists only during the two hours of morning rush hour traffic and two hours of evening rush hour traffic; the rest of the time the current road is adequate. Instead of the City's proposed solution, we believe in and support a right sized road of four lanes of traffic with a free flowing center turning lane for our neighborhoods (and remember, we are talking about neighborhoods, not businesses).

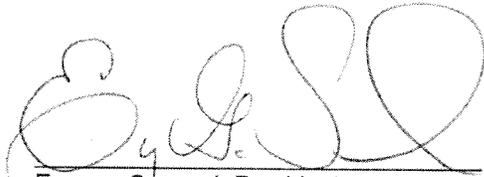
The option of a right sized road is the most sensible option as it will ease the current rush hour congestion, it will satisfy the needs of all affected neighborhoods for decades to come and it will cost less than any current City proposal; the result being that such a road can be built faster and less expensively, making the citizens of all affected neighborhoods happy, while minimizing the impact to our community.

Resolution

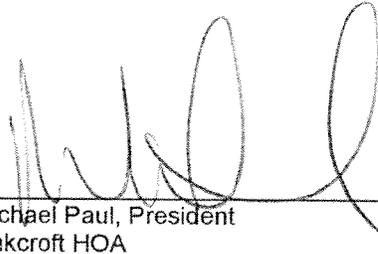
WHEREFORE, for the foregoing reasons, NORCHOA hereby adopts the following resolution: Be it resolved, that the undersigned hereby support the following changes to that portion of Falls of Neuse Road beginning at Raven Ridge Road to the south and connecting with New Falls of Neuse Road to the north:

- Falls of Neuse Road be classified a local commuter roadway.
- Signage be erected to restrict truck traffic only for local deliveries.
- The easements and right of ways be sufficiently wide and aligned in such a manner that they **only** accommodate:
 - Two north lanes with a continuous throughway;
 - Two south lanes with a continuous throughway;
 - A properly marked free flowing center turning lane;
 - Adequate landscaping and noise mitigation be installed for the protection of all affected residents/neighborhoods on or near the widened roadway;
 - Adequate preservation of the trees along the widened roadway and replacement of any trees that might be negatively affected with trees of similar size and species.
 - Protected crosswalks shall be installed at each traffic control signal;
 - A protected bicycle/pedestrian (multi-use) path shall be installed on the east side of Falls of Neuse Road, connecting to the existing path, which currently ends at Raven Ridge;
 - Two designated bicycle lanes, each two feet in width to be created by increasing the width of the outer traffic lane in each direction from 11 to 13 feet;
 - No sidewalk is needed or desired on the west side of Falls of Neuse Road.

Respectfully submitted:



Eugene Senecal, President
River Oaks HOA



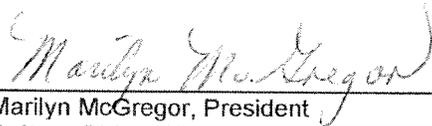
Michael Paul, President
Oakcroft HOA



Mark Hobler, President
Bedford HOA



Rick Smith, President
Falls Pointe HOA



Marilyn McGregor, President
Daltons Ridge HOA



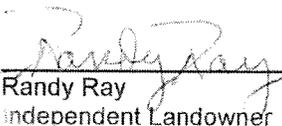
Samuel Rabon, President
Autumn Hill HOA



Bobby Roach, President
Woodbridge HOA



Robin Reid, President
Woodspring HOA



Randy Ray
Independent Landowner



Robert Wilson
Independent Landowner

Appendix B
Agency Comments on Environmental Assessment



**DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS**

**FALLS LAKE
11405 FALLS OF THE NEUSE ROAD
WAKE FOREST, NORTH CAROLINA 27587**

November 17, 2008

Mr. Sylvester Percival, EI, Project Engineer
Public Works Department
City of Raleigh
Post Office Box 590
Raleigh, NC 27602

Dear Mr. Percival:

Thank you for the opportunity to review and comment on the proposed City of Raleigh Falls of Neuse Road Realignment and Widening Project. The following comments are provided from the U.S. Army Corps of Engineers Falls Lake office. Note that the project involves Corps of Engineers Regulatory matters as well; however this letter does not include comments relating to those matters.

1. The area of direct impact to Corps property fee owned property is located at the entrance to the Falls Lake Dam and Visitor Assistance Center or the "Falls Management Center Road" as shown on the drawings. Under the proposed plan, the existing parking area would be obliterated and it appears that a new parking area would be constructed. From review of the drawings, it also appears that the existing entrance sign and gate would have to be moved back from the road to allow access to the new parking area. The document should also indicate that City will work with USACE to acquire any necessary easements to cross public lands at Falls Lake.
2. The intersection with Falls Management Center Road as proposed would be right in-right out. While we recognize that the design attempts to maximize traffic flow and safety, we have concerns over the routing of incoming traffic to make a u-turn to access our facility. We regularly have tractor-trailer deliveries and large equipment (such as cranes) entering our area, as well as vehicles pulling boat trailers to access our boat ramp. Both large equipment and vehicles trailering boats will have difficulty safely executing u-turns. Several emergency and law enforcement agencies such as the NC Wildlife Resources Commission, Wake County Sheriff's office, and local fire departments utilize the boat ramp. The public use of the location also occasionally requires access by emergency vehicles. We request consideration of full-movement access and a traffic signal to allow for safe access to this facility.
3. On page 80 - Section 4.4.2 references the Federal Land Policy and Management Act of 1976. The FLPMA only applies to Corps lands that were withdrawn from status as public domain lands. Since the Corps lands at Falls were purchased from private landowners by the Corps and were not public domain lands the FLPMA does not apply. Suggest that all sentences refererices to FLPMA be removed from 4.4.2 be eliminated.
4. The preferred bridge alternative Option.1 includes bents in the river. We expect that this would result in requests for prior notice or coordination of releases from Falls Dam into the Neuse River and perhaps changes to our releases during construction. Suggest

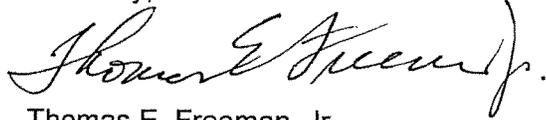
that they address any issues, anticipated requests and proposed method of coordination regarding releases in section 4.20 construction effects.

5. Page 132 shows agencies that were asked to participate in scoping - note Regulatory is included but no comments are shown. Please ensure that Operations, through the POC of the Falls Lake Operations Project Manager, is included on scoping for the bridge replacement.

6. The preferred alternative drawing shows an 8' multi-use path on the east side of Falls of the Neuse. It is likely that users (bicyclists, runners, walkers, etc.) of this path would be interested in accessing the public lands and trails at the Falls Dam and Visitor Assistance Center. We request consideration of a crosswalk or some other method of allowing the multi-use path users to safely cross Falls of the Neuse at the Falls Management Center Road.

Thank you for your consideration of these comments. If you have any questions, please contact me at telephone (919) 846-9332 ext. 226.

Sincerely,

A handwritten signature in cursive script that reads "Thomas E. Freeman, Jr." The signature is written in black ink and is positioned above the printed name.

Thomas E. Freeman, Jr.
Operations Project Manager



Michael F. Easley, Governor
 William G. Ross Jr., Secretary
 North Carolina Department of Environment and Natural Resources
 Coleen Sullins, Director
 Division of Water Quality

~~October 16, 2008~~

MEMORANDUM

To: Melba McGee, DENR Environmental Coordinator

From: Rob Ridings, Division of Water Quality, Transportation Permitting Unit *RR*

Subject: Comments on the Environmental Assessment related to proposed realignment and widening of Falls of Neuse Road (SR 2000), City of Raleigh, Wake County, Federal Aid Project No. STPDA-0520(25), State Project No. 39949.1.1, TIP No. U-4901, DENR Clearinghouse No. 09-0091.

This office has reviewed the referenced document dated received October 8, 2008. The Division of Water Quality (DWQ) is responsible for the issuance of the Section 401 Water Quality Certification for activities that impact waters of the U.S., including wetlands. It is our understanding that the project as presented will result in impacts to jurisdictional wetlands, streams, riparian buffers and surface waters. The DWQ offers the following comments based on review of the aforementioned document:

Project Specific Comments:

1. This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, the NCDWQ will continue to work with the team.
2. The Neuse River and its unnamed tributaries are class WS-IV; NSW waters of the State. DWQ is very concerned with sediment and erosion impacts that could result from this project. DWQ recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these waters. DWQ requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of NC DWQ *Stormwater Best Management Practices*.
3. Unnamed tributaries to Falls Lake may be present in the project study area. These waters are classified as Water Supply Critical Area (CA). Given the potential for impacts to these resources during the project implementation, the DWQ requests that DOT strictly adhere to North Carolina regulations entitled "Design Standards in Sensitive Watersheds" (15A NCAC 04B .0124) throughout design and construction of the project. This would apply for any area that drains to streams having CA classifications.
4. This project is within the Neuse River Basin. Riparian buffer impacts shall be avoided and minimized to the greatest extent possible pursuant to 15A NCAC 2B.0233. New development activities located in the protected 50-foot wide riparian areas within the basin shall be limited to "uses" identified within and constructed in accordance with 15A NCAC 2B.0233. Buffer mitigation may be required for buffer impacts resulting from activities classified as "allowable with mitigation" within the "Table of Uses" section of the Buffer Rules or require a variance under the Buffer Rules. A buffer mitigation plan, including use of the NC Ecosystem Enhancement Program, must be provided to DWQ prior to approval of the Water Quality Certification.

One North Carolina Naturally

Transportation Permitting Unit
 1650 Mail Service Center, Raleigh, North Carolina 27699-1650
 2321 Crabtree Boulevard, Suite 250, Raleigh, North Carolina 27604
 Phone: 919-733-1786 / FAX 919-733-6893 / Internet <http://h2o.enr.state.nc.us/ncwetlands>

General Comments:

1. The environmental document and permit applications shall provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
2. Environmental assessment alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NC DWQ *Stormwater Best Management Practices*, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
3. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the applicant is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506(h)), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan should be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.
4. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506(h)), mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.
5. Future documentation, including the 401 Water Quality Certification Application, should continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
6. DWQ is very concerned with sediment and erosion impacts that could result from this project. The applicant shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
7. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Quality Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
8. The applicant is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
9. Where streams must be crossed, the DWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that

culverts shall be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the applicant should not install the bridge bents in the creek, to the maximum extent practicable.

10. Sediment and erosion control measures shall not be placed in wetlands or streams.
11. Borrow/waste areas shall avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
12. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
13. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit (IP) application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the applicant and written concurrence from the NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
14. Bridge supports (bents) shall not be placed in the stream when possible.
15. Whenever possible, the DWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges allow for human and wildlife passage beneath the structure, do not block fish passage and do not block navigation by canoeists and boaters.
16. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NC DWQ *Stormwater Best Management Practices*.
17. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
18. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.

19. Placement of culverts and other structures in waters, streams, and wetlands shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by DWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NC DWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.
20. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation and/or sills where appropriate. Widening the stream channel shall be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
21. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3494/Nationwide Permit No. 6 for Survey Activities.
22. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
23. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
24. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
25. Heavy equipment shall be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment should be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
26. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures shall be properly designed, sized and installed.
27. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

The NCDWQ appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact Rob Ridings at (919) 733-9817.

cc: Eric Alsmeyer, US Army Corps of Engineers, Raleigh Field Office
- Clarence Coleman Jr., Federal Highway Administration
Dean Fox, City of Raleigh
Gregory J. Thorpe, NCDOT PDEA
Chris Militscher, Environmental Protection Agency
- Travis Wilson, NC Wildlife Resources Commission
File Copy



North Carolina Wildlife Resources Commission

MEMORANDUM

TO: Melba McGee
Office of Legislative and Intergovernmental Affairs, DENR

FROM: Travis Wilson, Highway Project Coordinator
Habitat Conservation Program *[Signature]*

DATE: October 24, 2008

SUBJECT: Response to the Environmental Assessment from the North Carolina Department of Transportation (NCDOT) and the City of Raleigh regarding fish and wildlife concerns for the proposed widening and realignment of Falls of Neuse Road, Wake County, North Carolina. TIP No. U-4901, SCH# 09-0091.

This memorandum responds to a request from the City of Raleigh and NCDOT for our concerns regarding impacts on fish and wildlife resources resulting from the subject project. Biologists on the staff of the N. C. Wildlife Resources Commission (NCWRC) have reviewed the proposed improvements. Our comments are provided in accordance with certain provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

The City of Raleigh and NCDOT have selected alternative 4 with the three span bridging option over the Neuse River as their preferred alternative. The document addresses concerns and comments from prior coordination with NCWRC. At this time we do not have any specific comments, we concur with the EA for this project. Thank you for the opportunity to comment. If we can be of any further assistance please call me at (919) 528-9886.

Thank you for the opportunity to provide input in the early planning stages for this project. If we can further assist your office, please contact me at (919) 528-9886.

Mailing Address: Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721
Telephone: (919) 707-0220 • **Fax:** (919) 707-0028



North Carolina Department of Environment and Natural Resources

Michael F. Easley, Governor

William G. Ross Jr., Secretary

November 3, 2008

MEMORANDUM

TO: Melba McGee, DENR Environmental Coordinator

FROM: Harry LeGrand^{HL}, Natural Heritage Program

SUBJECT: EA – Falls of Neuse Road (SR 2000) Realignment (0.78 miles) and Widening (1.46 miles) from south of Raven Ridge Road to Neuse River including new bridge over the Neuse River ending at New Falls of Neuse; Wake County

REFERENCE: Project No. 09-0091

The Natural Heritage Program has already commented on this project, during the scoping phase, with a letter sent to Mr. Sylvester Percival of the City of Raleigh Public Works Department, dated June 4, 2007 (letter in Appendix B of the EA). We have no additional comments on the project.

Please do not hesitate to contact me at 919-715-8697 if you have questions or need further information.

State of North Carolina
Department of Environment and Natural Resources

Reviewing Office: Raleigh Regional Office

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

Project Number: 09-0091 Due Date: _____

After review of this project it has been determined that the ENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to those plans and permits are available from the same Regional Office.

| PERMITS | SPECIAL APPLICATION PROCEDURES or REQUIREMENTS | Normal Process Time (statutory time limit) |
|---|--|--|
| <input type="checkbox"/> Permit to construct & operate wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters. | Application 90 days before begin construction or award of construction contracts. On-site inspection. Post-application technical conference usual. | 30 days (90 days) |
| <input type="checkbox"/> NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters. | Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time: 30 days after receipt of plans or issue of NPDES permit- whichever is later. | 90-120 days (N/A) |
| <input type="checkbox"/> Water Use Permit | Pre-application technical conference usually necessary | 30 days (N/A) |
| <input type="checkbox"/> Well Construction Permit | Complete application must be received and permit issued prior to the installation of a well. | 7 days (15 days) |
| <input type="checkbox"/> Dredge and Fill Permit | Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit. | 55 days (90 days) |
| <input type="checkbox"/> Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300). | Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113). | 90 days |
| <input type="checkbox"/> Permit to construct & operate Transportation Facility as per 15 A NCAC (2D.0800, 2Q.0601) | Application must be submitted at least 90 days prior to construction or modification of the source. | 90 days |
| <input checked="" type="checkbox"/> Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900 | N/A | 50 days (90 days) |
| <input checked="" type="checkbox"/> Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950. | | |
| <input type="checkbox"/> Complex Source Permit required under 15 A NCAC 2D.0800 | | |
| <input type="checkbox"/> The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) At least 30 days before beginning activity. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees. | | 20 days (30 days) |
| <input type="checkbox"/> Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable stormwater conveyances and outlets. | | (30 days) |
| <input type="checkbox"/> Mining Permit | On-site inspection usual. Surety bond filed with ENR Bond amount varies with type mine and number of acres of affected land. Any acre mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued. | 30 days (60 days) |
| <input type="checkbox"/> North Carolina Burning permit | On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days | 1 day (N/A) |
| <input type="checkbox"/> Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils | On-site inspection by N.C. Division Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned." | 1 day (N/A) |
| <input type="checkbox"/> Oil Refining Facilities | N/A | 90-120 days (N/A) |
| <input type="checkbox"/> Dam Safety Permit | If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to prepare plans, inspect construction, certify construction is according to ENR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional _____ of the total project cost will be required | 30 days (60 days) |

| PERMITS | | SPECIAL APPLICATION PROCEDURES or REQUIREMENTS | Normal Process Time (statutory time limit) |
|--|---|--|--|
| <input type="checkbox"/> | Permit to drill exploratory oil or gas well | File surety bond of \$5,000 with ENR running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to ENR rules and regulations. | 10 days N/A |
| <input type="checkbox"/> | Geophysical Exploration Permit | Application filed with ENR at least 10 days prior to issue of permit. Application by letter. No standard application form. | 10 days N/A |
| <input type="checkbox"/> | State Lakes Construction Permit | Application fees based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property. | 15-20 days N/A |
| <input type="checkbox"/> | 401 Water Quality Certification | N/A | 60 days (130 days) |
| <input type="checkbox"/> | CAMA Permit for MAJOR development | \$250.00 fee must accompany application | 55 days (150 days) |
| <input type="checkbox"/> | CAMA Permit for MINOR development | \$50.00 fee must accompany application | 22 days (25 days) |
| <input type="checkbox"/> | Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, NC 27611 | | |
| <input checked="" type="checkbox"/> | Abandonment of any wells, if required must be in accordance with Title 15A, Subchapter 2C.0100. | | |
| <input type="checkbox"/> | Notification of the proper regional office is requested if "orphan" underground storage tanks (USTs) are discovered during any excavation operation. | | |
| <input type="checkbox"/> | Compliance with 15A NCAC 2H.1000 (Coastal Stormwater Rules) is required. | | 45 days (N/A) |
| <input type="checkbox"/> | Tax Pamlico or Neuse Riparian Buffer Rules required. | | |
| * Other comments (attach additional pages as necessary, being certain to cite comment authority) | | | |

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

Asheville Regional Office

2090 US Highway 70
Swannanoa, NC 28778
(828) 296-4500

Mooreville Regional Office

610 East Center Avenue, Suite 301
Mooreville, NC 28115
(704) 663-1699

Wilmington Regional Office

127 Cardinal Drive Extension
Wilmington, NC 28405
(910) 796-7215

Fayetteville Regional Office

225 North Green Street, Suite 714
Fayetteville, NC 28301-5043
(910) 433-3300

Raleigh Regional Office
3800 Barrett Drive, Suite 101
Raleigh, NC 27609
(919) 791-4200

Winston-Salem Regional Office

585 Woughtown Street
Winston-Salem, NC 27107
(336) 771-5000

Washington Regional Office

943 Washington Square Mall
Washington, NC 27889
(252) 946-6481

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

RECEIVED
OCT 3 2008

STATE NUMBER: 09-E-4220-0091
DATE RECEIVED: 10/02/2008
AGENCY RESPONSE: 10/29/2008
REVIEW CLOSED: 11/03/2008

MS RENEE GLEDHILL-EARLEY
CLEARINGHOUSE COORD
DEPT OF CUL RESOURCES
ARCHIVES-HISTORY BLDG - MSC 4617
RALEIGH NC

ER 07-1140

A - NC DATA 10/7/08

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DEPT OF AGRICULTURE
DEPT OF CUL RESOURCES
DEPT OF TRANSPORTATION
TRIANGLE J COG



S - NC DUE 10/8/08

PROJECT INFORMATION

Due 10/20/08

APPLICANT: City of Raleigh
TYPE: National Environmental Policy Act
ERD: Environmental Assessment

DESC: Falls of Neuse Road (SR 2000) Realignment (0.78 miles) and Widening (1.46 miles) from south of Raven Ridge Road to Neuse River including new bridge over the Neuse River ending at New Falls of Neuse Road in Wake County. TIP No. 4901

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301. If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:

NO COMMENT

COMMENTS ATTACHED

SIGNED BY:

Renee Gledhill-Earley

DATE:

10-8-08

OCT 08 2008

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION 4 RALEIGH OFFICE
TERRY SANFORD FEDERAL COURTHOUSE
310 NEW BERN AVENUE
RALEIGH, NORTH CAROLINA 27601

Date: November 8, 2008

Dr. Gregory J. Thorpe, Ph.D.
Manager, Project Development and Environmental Analysis Branch
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

SUBJECT: EPA Review Comments of the Federal Environmental Assessment for U-4901, Falls of the Neuse Road Realignment and Widening, City of Raleigh, Wake County

Dear Dr. Thorpe:

The U.S. Environmental Protection Agency Region 4 (EPA) has reviewed the subject document and is commenting in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The City of Raleigh, the North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA) are proposing to realign and widen Falls of the Neuse Road in Wake County for an approximate distance of 2.24 miles, with 0.78 miles on new location.

The proposed project has minimal direct impacts to jurisdictional wetlands (i.e., Less than one acre) and streams (i.e., 879 linear feet to Unnamed tributaries to the Neuse River) and was not placed in the Section 404/NEPA Merger 01 process. From the discussion on Pages 114 and 115 and impact tables presented in the Environmental Assessment (EA), the specific estimate of wetlands to be impacted by the 4 build alternatives is not clear. There are 0.77 acres of jurisdictional wetlands in the project study area.

NCDOT and FHWA considered 4 build alternatives and have identified Alternative 4 with Bridge Option 1 as their preferred alternative. The proposed project would be 6 lanes with 23-foot raised medians, curb and gutter sections, a 13-foot wide outside lane for bicycle travel and sidewalks. EPA notes that the two inner travel lanes are proposed for 11 feet in width and the outside lane is proposed for 13 feet in order to accommodate bicycles. EPA also prefers Bridge Option 3 (i.e., 336-foot bridge with 70/166/100-foot spans) as it keeps the new bridge bents out of the Neuse River.

EPA notes that there approximately 34,969 square feet of Zone 1 and 22,307 square feet of Zone 2 Neuse River Buffer Impacts. There are 4 residential relocations

and 71 noise receptor impacts. EPA does not fully understand the discussion concerning the use of noise barriers on Page 102 of the EA and that noise abatement on partially controlled access highways is 'usually' not a feasible option due to multiple property owners. There are numerous near roadway receptors located in and along subdivisions that could be benefited from noise abatement walls. EPA does not fully concur with the discussion concerning vegetative 'barriers' and noise abatement. Even minimal vegetative 'evergreen' (landscape) screening along the right-of-way can slightly minimize near roadway traffic noise in residential areas without the need to purchase additional right of way. Terrestrial forest impacts are estimated to be 7.5 acres to Mesic Mixed Hardwood from a total of 41.5 acres of all community types. EPA could not ascertain the 'disturbed' classification for the Mesic Mixed Hardwood Forest type.

The EA includes a full evaluation of prime farmlands in accordance with the 1981 Farmland Protection Policy Act (FPPA) and Natural Resources Conservation Service (NRCS) regulations at 7 CFR Part 568. The Farmland Conversion Impact Rating form AD-1006 was prepared by NRCS and included in Appendix E to the EA.

EPA acknowledges the preliminary information on hazardous material sites contained on Pages 92 to 94 and Appendix F. From the discussion, there is potentially one property containing a registered above ground storage tank that could be impacted by the proposed project (i.e., Mt. Pleasant Baptist Church). Table 14, which includes the list of all recorded hazardous material sites within the project study area, does not provide clarity on this issue.

EPA notes the general qualitative analysis on Mobile Source Air Toxics (MSATs) provided on pages 102 to 106 of the EA. The MSAT discussion in the EA does not address potential near-roadway, sensitive receptors along the existing or new routes, such as daycare centers, hospitals, and nursing homes. As previously identified by EPA and in past FHWA interim guidance and studies, MSAT emissions are primarily a near-roadway exposure issue and not a 'region-wide' problem. The Finding of No Significant Impact (FONSI) should identify potential near roadway sensitive receptors to MSAT emissions. EPA also notes that the proposed project is located in non-attainment areas for the 8-hour Ozone standard and Carbon monoxide standard. The current State Air Quality Implementation Plan (SIP) does not contain any transportation control measures for Wake County.

EPA found that Summary of Impacts Table S.1 and 4.19 were not especially helpful in ascertaining the magnitude or intensity of the proposed project's impacts. This 'qualitative' type format in the form of symbols for 'positive impact', 'negligible to low impact', etc., is somewhat subjective and not consistent with other FHWA or NCDOT EA impact summary tables. EPA acknowledges the discussion on Federally owned land on Page 80 of the EA involving the U.S. Army Corps of Engineers (USACE). The proposed project would remove part of the entrance and parking area immediately adjacent to the existing Falls of the Neuse Road. The EA discussion does not include relevant information regarding the 'negotiations' and permission required between

FHWA and USACE regarding the 'taking' of Federally owned land from one public use to potentially another public use.

Please provide us with a copy of the FONSI when it becomes available. EPA also requests that Ms. Kathy Matthews of the Wetlands Section be included on any future hydraulic or permit review meetings for the project. Thank you for the opportunity to comment.

Sincerely,

Christopher A. Militscher, REM, CHMM
Merger Team Representative
NEPA Program Office

For: Heinz J. Mueller, Chief
EPA Region 4 NEPA Program Office

Cc: E. Alsmeyer, USACE