



U.S. Department  
of Transportation  
Federal Highway  
Administration

STIP Project No. U-2719

# I-440 Improvement Project

*From south of Walnut Street in Cary to east of Wade Avenue in Raleigh*



## FINDING OF NO SIGNIFICANT IMPACT (FONSI)



*May 2018*

*Volume 2 -Appx. C*

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## **I-440 Improvement Project**

From south of Walnut Street in Cary to east of Wade Avenue in Raleigh

Federal Aid Project No. IMSNHS-0440(10)

WBS No. 35869.1.2

**STIP Project No. U-2719**

### **Administrative Action**

## **FINDING OF NO SIGNIFICANT IMPACT**

**UNITED STATES DEPARTMENT OF TRANSPORTATION**

**FEDERAL HIGHWAY ADMINISTRATION**

**&**

**NC DEPARTMENT OF TRANSPORTATION**

Submitted Pursuant to the National Environmental  
Policy Act 42 USC 4332(2)(c) and 49 USC 303

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Date Derrick Weaver, PE  
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NC Department of Transportation

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Federal Highway Administration

*May 2018*

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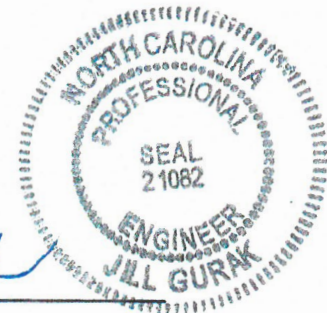
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# COMMENTS AND RESPONSES TO COMMENTS

## Introduction to Appendix C

### Sources of Comments

The comment period for the project closed on September 8, 2017. Comments came in the form of a transcript from the Public Hearing, comment forms, emails, letters, and as comments from a project-specific on-line comment forum.

### Numbering of Comments

Each comment form, email, and letter was assigned a document number, and each speaker at the Public Hearing was assigned a speaker number. as listed below:

- A-### - emails and letters from agencies and organizations
- T-### - speaker on Public Hearing transcript
- C-### - comment forms
- EL-### - emails and letters from the public

Each document and the transcript was reviewed, and comments that required a response were bracketed and numbered. For example, agency letter A-001 has one comment, bracketed like this:

1  If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Comments received via the online public forum were each assigned a unique comment number. Most people chose to comment anonymously on the on-line comment forum, so these comments were not organized by commenter, they were just numbered as they were provided from the on-line forum.

## **Topic Categories Assigned to Comments**

In order to better sort and organize the comments, each comment was categorized as dealing with one or more of the following categories:

- Agency Coordination
- Air Quality
- Alternatives
- Arboretum
- Bicycles/pedestrians
- Community resources
- Construction
- Cost/funding
- Design
- Design-build process
- Geotechnical
- Hazardous materials
- Historic resources
- Lighting
- Meredith College
- Natural Resources
- Noise
- Other
- Parks and greenways
- Planning
- Public art
- Public involvement
- Public transit
- Right of way
- Safety
- Schedule
- Secondary and cumulative impacts
- Solid waste
- Traffic
- University Club
- Visual resources
- Water resources

## **Common Comments**

While going through the organization process, it was seen that many comments were the same or similar, which resulted in similar responses. Therefore, Common Comments were created, with responses that could be referred to throughout **Appendix C**.

## **Organization of Appendix C**

The comments received on the project are grouped in sub-appendices in **Appendix C** as listed below. Each sub-appendix includes tables listing each comment addressed, the topics related to each comment, and the response to the comment. Appendices that include comment forms, emails, letters, and the transcript also include these documents (with brackets) following the comment/response table.

- C1 – Tallies of Commenter Preferences
- C2 – Common Comments
- C3 – Agencies and Organizations
- C4 - Public Hearing Transcript
- C5 – Comment Forms
- C6 – Emails and Letters
- C7 – On-Line Comment Forum



# COMMENTS AND RESPONSES

## C.1 Tallies of Commenter Preferences

### **Note Regarding the Tallies**

For each location, tallies were gathered of the preferences expressed in the public comments to help indicate general trends or sentiments regarding the proposed project. They were also used to help in the decision-making process for determining the selection of alternatives. Tallies from the on-line comment forum should be considered with caution as commenters were free to comment or select a preference more than one time. Also, from a review of IP addresses, IP addresses were sometimes the same for multiple comments about one interchange/grade separation area, and most people chose not to provide their name, making it more difficult to track the comments. The same IP address appearing numerous times could mean the same person or it could mean different people using the same computer (public or private computer). Also, the same person could provide comments via multiple devices.

**Location: Jones Franklin Rd Interchange**  
**Alternatives: Upgrade Existing Partial Clover**

**Tallies:**

**Table C1.1: Documents Including Jones Franklin Road Comments**

# of Documents*	# Stating Support Upgrade Existing Partial Clover	# Stating Oppose Upgrade Existing Partial Clover
15	6	1

\* Types of documents include: comment forms, emails, letters, agencies, organizations, and transcript speakers.

*NOTE: There is a difference between the number of documents versus the number stating support/oppose, which is due to some participants commenting on the interchange design but not stating explicit support or opposition to the proposed alternative.*

**Table C1.2: On-Line Comment Forum - Jones Franklin Road Comments**

# of On-line comments	# of "Like" Upgrade Existing Partial Clover	# of "Don't Like" Upgrade Existing Partial Clover
76	23	47

Note: The number "Like" and "Don't Like" were taken from the pie chart data obtained from the on-line comment forum. The number of on-line comments was counted from the comment database created from the on-line comment forum comments.

*NOTE: Many survey participants confused the Jones Franklin interchange question with the Hillsborough-Wade interchange (many commenting about Meredith College and University Club); therefore, the tally data for the Jones Franklin interchange within the on-line poll is not a true representation of Likes/Don't Likes for Jones Franklin Rd. Therefore, the counts in the table above only include entries that had a written comment specifically referencing Jones Franklin Road. "Like" and "Don't Like" and "I Don't Understand" entries that were accompanied by a comment specifically about another location or had no written comment were not included in the table above.*

*Tallies from the on-line comment forum should be considered with caution. Commenters were free to comment or select a preference more than one time. Also, from a review of IP addresses, IP addresses were sometimes the same for multiple comments about one interchange/grade separation area, and most people chose not to provide their name, making it more difficult to track the comments. The same IP address appearing numerous times could mean the same person or it could mean different people using the same computer (public or private computer). Also, the same person could provide comments via multiple devices. Therefore, the tallies and numbers of people making a particular comment are not reliable; except to possibly indicate general trends or sentiments.*

**Location: Athens Drive Grade Separation**  
**Alternatives: Replace Bridge in Place, Replace Bridge to North**

**Tallies:**

**Table C1.3: Documents Including Athens Drive Comments**

# of Documents*	# Stating Support Replace Bridge in Place	# Stating Oppose Replace Bridge in Place	# Stating Support Replace Bridge to North	# Stating Oppose Replace Bridge to North
14	6	2	6	1

\* Types of documents include: comment forms, emails, letters, agencies, organizations, and transcript speakers.

**Table C1.4: On-Line Comment Forum - Athens Drive Comments**

# of On-line comments	# of "Like" Replace Bridge in Place	# of "Don't Like" Replace Bridge in Place	# of "Like" Replace Bridge to North	# of "Don't Like" Replace Bridge to North
85	280	138	121	262

Note: The number "Like" and "Don't Like" were taken from the pie chart data obtained from the on-line comment forum. The number of on-line comments was counted from the comment database created from the on-line comment forum comments.

*Tallies from the on-line comment forum should be considered with caution. Commenters were free to comment or select a preference more than one time. Also, from a review of IP addresses, IP addresses were sometimes the same for multiple comments about one interchange/grade separation area, and most people chose not to provide their name, making it more difficult to track the comments. The same IP address appearing numerous times could mean the same person or it could mean different people using the same computer (public or private computer). Also, the same person could provide comments via multiple devices. Therefore, the tallies and numbers of people making a particular comment are not reliable; except to possibly indicate general trends or sentiments.*

**Location: Melbourne Road Interchange**  
**Alternatives: Replace Bridge in Place; Replace Bridge to North**

**Tallies:**

**Table C1.5: Documents Including Melbourne Road Comments**

# of Documents*	# Stating Support Replace Bridge in Place	# Stating Oppose Replace Bridge in Place	# Stating Support Replace Bridge to North	# Stating Oppose Replace Bridge to North
32	18	2	5	2

\* Types of documents include: comment forms, emails, letters, agencies, organizations, and transcript speakers.

**Table C1.6: On-Line Comment Forum - Melbourne Road Comments**

# of On-line comments	# of "Like" Replace Bridge in Place	# of "Don't Like" Replace Bridge in Place	# of "Like" Replace Bridge to North	# of "Don't Like" Replace Bridge to North
195	219	135	79	245

Note: The number "Like" and "Don't Like" were taken from the pie chart data obtained from the on-line comment forum. The number of on-line comments was counted from the comment database created from the on-line comment forum comments.

**Table C1.7: Tallies of Frequently Cited Issues Raised in Comments**

Issue	# of Documents	# On-Line Comments	# Upvotes of On-Line Comments	# Unique IP Addresses for On-Line Comments
Eliminate Melbourne Road interchange ramps	8	55	130	31
Keep Melbourne Road interchange ramps	1	42	50	13
Keep Deboy St connection to off-ramp	5	25	50	21

\* Types of documents include: comment forms, emails, letters, agencies, organizations, and transcript speakers. Note that there is no way of knowing who made the upvotes, so the upvote count may include multiple upvotes by a single commenter.

*Tallies from the on-line comment forum should be considered with caution. Commenters were free to comment or select a preference more than one time. Also, from a review of IP addresses, IP addresses were sometimes the same for multiple comments about one interchange/grade separation area, and most people chose not to provide their name, making it more difficult to track the comments. The same IP address appearing numerous times could mean the same person or it could mean different people using the same computer (public or private computer). Also, the same person could provide comments via multiple devices. Therefore, the tallies and numbers of people making a particular comment are not reliable; except to possibly indicate general trends or sentiments.*



**Location: Western Boulevard Interchange  
Alternatives: Double Crossover Diamond**

**Tallies:**

**Table C1.8: Documents Including Western Boulevard Comments**

# of Documents*	# Stating Support Double Crossover Diamond	# Stating Oppose Double Crossover Diamond
14	7	0

\* Types of documents include: comment forms, emails, letters, agencies, organizations, and transcript speakers.

**Table C1.9: On-Line Comment Forum - Western Boulevard Comments**

# of On-line comments	# of "Like" Double Crossover Diamond	# of "Don't Like" Double Crossover Diamond
59	277	179

Note: The number "Like" and "Don't Like" were taken from the pie chart data obtained from the on-line comment forum. The number of on-line comments was counted from the comment database created from the on-line comment forum comments.

*Tallies from the on-line comment forum should be considered with caution. Commenters were free to comment or select a preference more than one time. Also, from a review of IP addresses, IP addresses were sometimes the same for multiple comments about one interchange/grade separation area, and most people chose not to provide their name, making it more difficult to track the comments. The same IP address appearing numerous times could mean the same person or it could mean different people using the same computer (public or private computer). Also, the same person could provide comments via multiple devices. Therefore, the tallies and numbers of people making a particular comment are not reliable; except to possibly indicate general trends or sentiments.*

**Location: Ligon Street Grade Separation**  
**Alternatives: Extend Culvert, Build Bridge to South, Build Bridge to North**

**Tallies:**

**Table C1.10: Documents Including Ligon Street Comments**

# of Documents*	# Stating Support Extend Culvert	# Stating Oppose Extend Culvert	# Stating Support Build Bridge to South	# Stating Oppose Build Bridge to South	# Stating Support Build Bridge to North	# Stating Oppose Build Bridge to North
10	2	2	3	2	1	1

\* Types of documents include: comment forms, emails, letters, agencies, organizations, and transcript speakers.

**Table C1.11: On-Line Comment Forum - Ligon Street Comments**

# of On-line comments	# Stating Support Extend Culvert	# Stating Oppose Extend Culvert	# Stating Support Build Bridge to South	# Stating Oppose Build Bridge to South	# Stating Support Build Bridge to North	# Stating Oppose Build Bridge to North
60	124	139	70	170	55	177

Note: The number "Like" and "Don't Like" were taken from the pie chart data obtained from the on-line comment forum. The number of on-line comments was counted from the comment database created from the on-line comment forum comments.

*Tallies from the on-line comment forum should be considered with caution. Commenters were free to comment or select a preference more than one time. Also, from a review of IP addresses, IP addresses were sometimes the same for multiple comments about one interchange/grade separation area, and most people chose not to provide their name, making it more difficult to track the comments. The same IP address appearing numerous times could mean the same person or it could mean different people using the same computer (public or private computer). Also, the same person could provide comments via multiple devices. Therefore, the tallies and numbers of people making a particular comment are not reliable; except to possibly indicate general trends or sentiments.*

**Location: Hillsborough Street and Wade Avenue Interchange Area**  
**Alternatives: One Flyover, Two Flyovers, Slight Detour**

**Tallies:**

**Table C1.12: Documents Including Hillsborough-Wade Comments**

# of Documents*	# Stating Support One Flyover	# Stating Oppose One Flyover	# Stating Support Two Flyovers	# Stating Oppose Two Flyovers	# Stating Support Slight Detour	# Stating Oppose Slight Detour
44	7	2	8	3	10	3

\* Types of documents include: comment forms, emails, letters, agencies, organizations, and transcript speakers.

*Note: The tallies above only include commenters that stated or marked a preference or opposition to specific alternatives.*

**Table C1.13: On-Line Comment Forum - Hillsborough-Wade Comments**

# of On-line comments	# Stating Support One Flyover	# Stating Oppose One Flyover	# Stating Support Two Flyovers	# Stating Oppose Two Flyovers	# Stating Support Slight Detour	# Stating Oppose Slight Detour
1,637	74	1,082	106	1,030	122	1,009

Note: The number "Like" and "Don't Like" were taken from the pie chart data obtained from the on-line comment forum. The number of on-line comments was counted from the comment database created from the on-line comment forum comments.

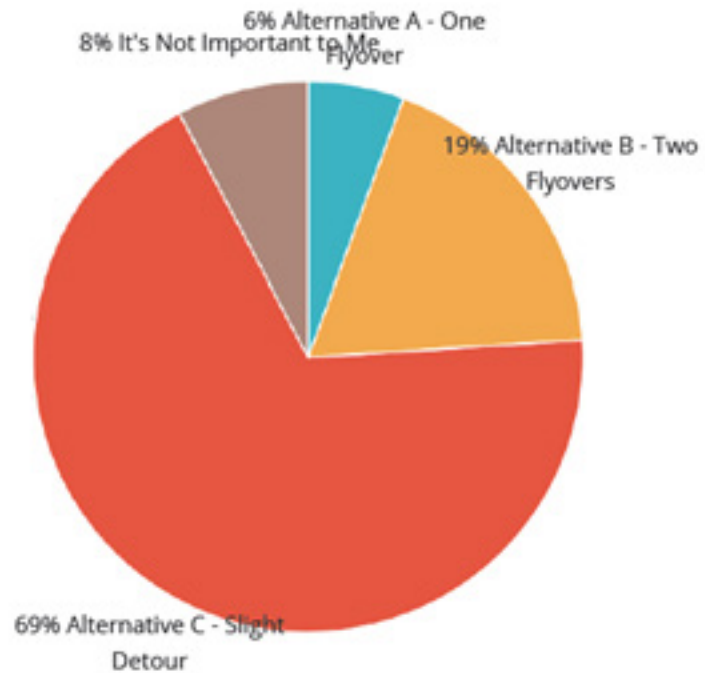
*Tallies from the on-line comment forum should be considered with caution. Commenters were free to comment or select a preference more than one time. Also, from a review of IP addresses, IP addresses were sometimes the same for multiple comments about one interchange/grade separation area, and most people chose not to provide their name, making it more difficult to track the comments. The same IP address appearing numerous times could mean the same person or it could mean different people using the same computer (public or private computer). Also, the same person could provide comments via multiple devices. Therefore, the tallies and numbers of people making a particular comment are not reliable; except to possibly indicate general trends or sentiments.*

**Table C1.14: On-Line Comment Forum Topic Breakdown**

Hillsborough-Wade Design	Meredith College	University Club	Meredith & University Club	Arboretum
126	1,159	112	240	145

The following question was included in the on-line survey:

If you had to choose one of the three options for the Hillsborough-Wade Interchange, which would it be?



6%	Alternative A - One Flyover	32 ✓
18%	Alternative B - Two Flyovers	104 ✓
68%	Alternative C - Slight Detour	387 ✓
8%	It's Not Important to Me	44 ✓

566 votes

**Table C1.15: Tallies of Frequently Cited Issues Raised in Comments**

Issue	# of Documents	# On-Line Comments	# Upvotes of On-Line Comments	# Unique IP Addresses for On-Line Comments
Eliminate Hillsborough Street interchange	19	104	632	95
Do not close access to the JC Raulston Arboretum on Beryl Road during construction	0	145	71	87

\* Types of documents include: comment forms, emails, letters, agencies, organizations, and transcript speakers. Note that there is no way of knowing who made the upvotes, so the upvote count may include multiple upvotes by a single commenter.

*Tallies from the on-line comment forum should be considered with caution. Commenters were free to comment or select a preference more than one time. Also, from a review of IP addresses, IP addresses were sometimes the same for multiple comments about one interchange/grade separation area, and most people chose not to provide their name, making it more difficult to track the comments. The same IP address appearing numerous times could mean the same person or it could mean different people using the same computer (public or private computer). Also, the same person could provide comments via multiple devices. Therefore, the tallies and numbers of people making a particular comment are not reliable; except to possibly indicate general trends or sentiments.*

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# COMMENTS AND RESPONSES

## C.2 Common Comments

## COMMON COMMENTS

Location	Topic	Comment No.	Common Comment	Response
Arboretum	Construction	Arboretum Common #1	Maintain access to Beryl Road during the construction process.	<p>NCDOT expects Beryl Rd would be closed for a short period of time for bridge demolition and to set bridge beams for the new I-440 bridge over Hillsborough St/Beryl Rd/railroad tracks. NCDOT would restrict those activities to weekends or nights to ensure Beryl Rd is open to traffic during business operations. Overall, there may be a few weekends or nights where Beryl Rd would be closed. The JC Raulston Arboretum and other property owners along Beryl Road will be notified in advance when closures are expected and NCDOT will work with the Arboretum regarding accommodating important arboretum events.</p> <p>In addition, NCDOT will coordinate the construction of the Ligon St crossing with construction activities along Beryl Rd and plans to let both the I-440 project and the Blue Ridge Road grade separation project (U-4437) to the same design-build team so that these two projects and their plans to maintain traffic during construction can be coordinated.</p>
Athens	Right of way	Athens Dr Common #1	Will impacted property owners be fairly compensated?	NCDOT tries to minimize right of way impacts as much as possible. Measures to reduce the right of way needs and relocations caused by the project will continue to be investigated through final design. NCDOT will follow their established processes for acquiring property and assisting residents and businesses in relocation, as described on page 3-4 of the EA. NCDOT pays fair market value for all property purchased. In addition, for renters and homeowners who are relocated by the project, NCDOT offers several programs to minimize the inconvenience of relocation.
Athens	Construction	Athens Dr Common #2	Travelers use the Athens Drive bridge to access Athens Drive High School, Thomas Crowder Wetland Center, Lake Johnson Park and other facilities. How will access be maintained, especially if the Melbourne Road bridge is also closed.	<p>Under the Replace Bridge to North Alternative, access for motorists, bicyclists, and pedestrians would be maintained on the existing bridge during construction, with brief closures.</p> <p>Under the Replace Bridge in Place Alternative, motorists would need to use an offsite detour, which will be identified during the construction phase. For bicyclists and pedestrians, access across I-440 at Athens Drive during construction will be addressed during final design and finalized during the construction phase by the design-build team. A temporary bus service across I-440 during bridge closure could be one potential solution. The costs of a temporary bus service would be less than the cost difference between the Replace Bridge in Place and Replace Bridge to North Alternatives (approximately \$1.3 million).</p>
Hillsborough-Wade	Right of way	Hillsborough-Wade Common #1	The proposed alternatives take too much land from the University Club and will destroy the club's facilities, which may force it to close. Please consider alternatives that take less land.	Typically, detailed measures to minimize right of way are investigated during the final design process. NCDOT has heard the concerns from the public and area stakeholders regarding the preliminary designs at the Wade Ave and Hillsborough St interchanges and explored ways to minimize estimated right of way needs prior to final design, as presented in the FONSI. Efforts will continue through final design to minimize impacts.



## COMMON COMMENTS

Location	Topic	Comment No.	Common Comment	Response
Hillsborough-Wade	Noise, Air quality, Water resources	Hillsborough-Wade Common #2	The proposed project would bring traffic, traffic noise, and air pollution close to University Club facilities. Also concern about water runoff and control.	<p>The I-440 mainlines will be closer to University Club facilities, and noise levels would be louder in year 2035 peak hours compared to the no-build alternative. However, a noise wall was evaluated and determined to not be reasonable based on established FHWA and NCDOT criteria.</p> <p>Regarding air quality (see EA Section 3.6), Wake County is currently meeting the established standards for the six pollutants for which National Ambient Air Quality Standards have been established (for example, carbon monoxide, particulate matter, and ozone) and a project-level analysis of these pollutants is not required. Mobile source air toxics also were addressed. Overall, due to required controls on fuel and engines, air toxic emissions are projected to decrease approximately 88 percent between 2012 and 2035 under both the build and no-build scenarios.</p> <p>The widening will require the clearing of vegetation along the corridor, but disturbed areas will be revegetated. Runoff is discussed in Section 3.10.4 of the EA. For runoff during construction, the project will follow Design Standards in Sensitive Watersheds and Neuse River Riparian Buffer Rules to prevent water pollution, soil erosion, and stream siltation. A Stormwater Management Plan will be prepared during final design of the project to direct the drainage design and manage long-term stormwater runoff.</p>
Hillsborough-Wade	Right of way	Hillsborough-Wade Common #3	How will the University Club be compensated for their losses?	Due to the ownership and lease arrangements for this land, the issue of compensation for right of way acquisition is complex. NCDOT will work with the University Club, NCSU, and NCSU Foundation to explore potential options for relocation of University Club facilities through the right-of-way acquisition process and will continue to look for ways to reduce the project's right of way needs through final design.
Hillsborough-Wade	Right of way	Hillsborough-Wade Common #4	How will the University Club employees be compensated for loss of their jobs?	NCDOT does not work with individual employees of a business. It is the responsibility of the University Club to decide what amenities it will provide on their site after right of way acquisition, and the employees it needs. NCDOT will work with the University Club, NCSU, and NCSU Foundation to explore potential options for relocation of University Club facilities through the right-of-way acquisition process and will continue to look for ways to reduce the project's right of way needs through final design.
Hillsborough-Wade	Safety	Hillsborough-Wade Common #5	A safety wall should be built to protect the University Club, especially the pool.	Under any of the Detailed Study Alternatives, right of way fencing will be installed along the right of way boundary for the project. The University Club could construct their own walls or barriers adjacent to the right of way. For the Detailed Study Alternatives, the pavement of the off-ramp to Hillsborough St is approximately 150 feet from the pool.
Hillsborough-Wade	Right of way	Hillsborough-Wade Common #6	All the alternatives take too much land from Meredith College and would impact Meredith College commuter parking and athletic field. Can the project be shifted entirely off Meredith's campus?	Typically, detailed measures to minimize right of way are investigated during the final design process. NCDOT has heard the concerns from the public and area stakeholders regarding the preliminary designs at the Wade Ave and Hillsborough St interchanges and explored ways to minimize estimated right of way prior to final design, as presented in the FONSI. Efforts will continue through final design to minimize impacts.

**COMMON COMMENTS**

Location	Topic	Comment No.	Common Comment	Response
Hillsborough-Wade	Noise, Air quality	Hillsborough-Wade Common #7	The project will bring noise and fumes closer to the Meredith College campus .	<p>It should be noted that Meredith College is adjacent to existing I-440, and receives noise from the existing roadway. The proposed I-440 would move the mainlines of I-440 (which generate more noise compared to the ramps) farther away from campus, so the noise generated by the additional mainlines of traffic are countered by the relocation of the mainlines farther from campus. The Traffic Noise Report prepared for the Detailed Study Alternatives assessed traffic noise to the Meredith College campus. To account for Meredith College's context as a residential and educational institution, modeled uses on the campus included a dormitory (residential), academic buildings, and athletic practice field.</p> <p>The Oaks residences and the academic buildings on the western side of campus were included in the computer models of existing and future noise levels. These areas are predicted to have a 1-2 decibel increase from existing noise levels to 62-63 dBA Leq in the 2035 peak hour with any of the Detailed Study Alternatives. A 1-2 decibel increase is barely perceptible to the human ear. The predicted 2035 peak hour noise levels at The Oaks and the academic buildings would be below the 66 dBA Leq peak hour noise level at which FHWA regulations require consideration of noise abatement in residential areas and schools. Predicted year 2035 future noise levels on the athletic field would range from 62 dBA Leq to 70 dBA Leq without the project and 64 dBA Leq to 70 dBA Leq with the project. The athletic field area was evaluated for a noise wall. Based on the traffic noise assessment and the FHWA and NCDOT criteria used to evaluate the feasibility and reasonableness of a noise wall for a particular location, no noise walls are recommended adjacent to the Meredith College campus.</p> <p>Regarding vehicle emissions, the project is part of the region's 2040 Metropolitan Transportation Plan, which is evaluated in whole to ensure that implementation of the projects in the plan would not cause or contribute to any violations of the National Ambient Air Quality Standards for the region. For localized emissions of pollutants, the project is projected to improve traffic flow compared to the no-build alternative, which helps air quality by reducing idling vehicles.</p>
Hillsborough-Wade	Lighting	Hillsborough-Wade Common #8	The lighting masts for the proposed project will be a visual impact to the Meredith College campus and the lights may cause light pollution on campus.	<p>A Lighting Scope of Work will be provided to the design-build teams. Standard 100-ft high mast poles and 45-ft light poles generally are used for interchange lighting design. However, other types of lighting can be considered where warranted, such as 30-ft mounting height single-arm light standards and/or twin-arm light standards . The 30-ft light masts and the light fixtures can be painted black to make them less visually obtrusive. The lighting design requirements will specify use of International Dark-Sky Association (IDA) Approved Lighting Fixtures. The IDA's Fixture Seal of Approval program certifies outdoor lighting fixtures as being Dark Sky Friendly, meaning that they minimize glare while reducing light trespass and skyglow. Lighting design will also specify light fixtures to minimize the quantity of backlight, uplight and glare from the fixtures.</p> <p>During construction, the NCDOT Roadway Lighting Squad is available to come on site to collect ground level foot-candle measurements prior to and during construction for comparison and provide this information to Meredith College. Balloon light towers or LED light towers can be considered as an alternative to the traditional metal halide construction light tower.</p>

## COMMON COMMENTS

Location	Topic	Comment No.	Common Comment	Response
Hillsborough-Wade	Historic resources and land use	Hillsborough-Wade Common #9	The construction and operation of all three alternatives for the Wade Avenue/Hillsborough Street area will negatively affect the area of Meredith College eligible for listing on the National Register of historic places. The project would compromise Meredith College's ability to continue growing in a manner consistent with the college's 126-year mission and campus master plan, "a state-recognized Designed Historic Landscape," that we have followed for over 50 years.	In a letter dated August 2, 2017, the NC Historic Preservation Office (NC HPO) identified an expanded boundary for the portion of Meredith College determined eligible for the National Register of Historic Places, as shown in the FONSI. On August 22, 2017, NC HPO reviewed the preliminary designs presented in the EA in relation to the expanded boundary and determined that the proposed Detailed Study Alternatives would have No Effect (One Flyover) or No Adverse Effect (Slight Detour and Two Flyovers) on the historic property. As a condition of the determination of No Adverse Effect for the alternatives on the historic area of Meredith College, NC HPO requires that NCDOT prepare and install a landscape plan along the western side of Meredith College campus in consultation with Meredith College. This also will help mitigate changes in the visual landscape caused by the project. Additional updates regarding the historic portion of Meredith College are included in the FONSI.
Hillsborough-Wade	Design	Hillsborough-Wade Common #10	Eliminate the interchange at Hillsborough Street.	The interchange at Hillsborough St is not proposed to be eliminated. Local government stakeholders responsible for transportation planning for the region, the Capital Area Metropolitan Planning Organization (CAMPO) and City of Raleigh, support retaining the interchange. Eliminating this interchange would redistribute this traffic to other area roadways such as Wade Ave, Faircloth St, Western Blvd, and Blue Ridge Rd, which already carry high volumes of traffic.
Hillsborough-Wade	Construction	Hillsborough-Wade Common #11	Construction noise and lights will impact students at Meredith College. How will construction noise be abated for the students who live in The Oaks residence hall? How will security of the campus be maintained during construction?	NCDOT will explore cost effective and practicable ways to reduce construction noise at night. Measures to reduce construction noise are discussed in Section 3.5.6 of the Environmental Assessment (EA). During construction, the public will be notified of upcoming construction activities through the regular construction updates expected to be released to the public. For example, on the Fortify project to reconstruct I-40, updates were released every Friday for the upcoming week. The construction area would be fenced off during construction. Any construction-related access needed through the Meredith College campus would not occur without the permission of and coordination with Meredith College. NCDOT will work with Meredith College during construction to address any security concerns.
Hillsborough-Wade	Parks and greenways	Hillsborough-Wade Common #12	What will happen to the Reedy Creek Greenway on the Meredith College campus?	The Reedy Creek Greenway will be replaced, as described in the FONSI. Temporary closures of short duration (e.g. days rather than weeks or months) are anticipated during construction, but will be minimized to the extent practicable.
Hillsborough-Wade	Public Transit	Hillsborough-Wade Common #13	The money for this project would be better spent for public transit, such as light rail or a subway system.	The proposed project is part of the overall set of transportation projects of all modes proposed for the Raleigh region. Funding for the project comes from the National Highway Performance Program and cannot be used for non-highway improvements. Transportation investments for the area are described in the region's current 2040 Metropolitan Transportation Plan, which plans for all modes of transportation for the next 25 years, including public transit. This long-range plan is prepared by the Capital Area Metropolitan Planning Organization (CAMPO). GoTriangle and GoRaleigh also are actively operating and planning transit services for the region.

## COMMON COMMENTS

Location	Topic	Comment No.	Common Comment	Response
Hillsborough-Wade	Visual resources and Land use	Hillsborough-Wade Common #14	The report does not address the visual impacts of highway infrastructure and flyover bridges on Meredith College's campus.	<p>Section 3.2 of the EA addresses visual resources both from I-440 and to I-440. The EA (page 3-10) also states that "At Meredith College, the view on the western side of campus would be changed to include new fill slopes under all alternatives and the single flyover ramp structure under the One Flyover Alternative and Slight Detour Alternative and the two flyover ramp structures under the Two Flyovers Alternative."</p> <p>It should also be noted that as a condition of the determination of No Adverse Effect for the Preferred Alternative on the historic area of Meredith College, the NC Historic Preservation Office requires that NCDOT prepare and install a landscape plan along the western side of Meredith College campus in consultation with Meredith College. This also will help mitigate changes in the visual landscape caused by the project.</p>
Hillsborough-Wade	Visual resources and Land use	Hillsborough-Wade Common #15	Move the roadway improvements east to avoid impacts to University Club property. Or inversely, move the roadway improvements more to the west to avoid impacts to Meredith College property.	<p>The proposed alignment of widened I-440 is shifted somewhat to the west (onto the University Club side) of the existing mainlines. There are many constraints in this area to the east and west and the proposed alignment "threads the needle" as best it can through the area.</p> <p><b>Shifting to the east.</b> Shifting the alignment east on top of existing I-440 would cause impacts at Method Community Park, which is also the Berry O'Kelly School Historic District. These resources are afforded special protection under federal laws. In addition, widening in this area on top of existing I-440 would make maintenance of traffic through the area during construction more difficult.</p> <p><b>Shifting more to the west.</b> Shifting more to the west would impact Museum Park, which is afforded special protection under federal laws. Shifting west also would require relocating the Reedy Creek pedestrian bridge and would impact several homes in the Meredith Woods neighborhood. In addition, shifting more to the west would bring the Wade Ave/I-440 interchange too close to the Wade Ave/Blue Ridge Rd interchange. At the Hillsborough St end, shifting the alignment farther west would impact the Oak Grove Cemetery near Ligon St, which has been determined eligible for listing on the National Register of Historic Places.</p>
Jones Franklin	Right of way	Jones Franklin Rd Common #1	Concern about the estimated relocation of 23 residences and the Learn With The Best special needs school.	Measures to reduce the right of way needs and relocations caused by the project will continue to be investigated through final design. NCDOT will follow their established processes for acquiring property and assisting residents and businesses in relocation, as described on page 3-4 of the EA. For renters and homeowners who are relocated by the project, NCDOT offers several programs to minimize the inconvenience of relocation. In addition, as stated on page 3-6 of the EA, NCDOT will work closely with the Learn with the Best private school to reduce the possibility of any lapse in availability of services to the community provided by this facility.
Jones Franklin	Design	Jones Franklin Common Rd #2	The proposed median to the north of I-440 extends too far north and prevents residents from turning left into and out of their driveways.	The addition of the median will improve traffic flow and make turning movements safer. Along Jones Franklin Rd north of I-440, there will be median breaks with U-turn opportunities at Barringer Rd and at the signalized ramp intersection. These two locations are approximately 750 feet apart. Changing the proposed concrete median north of Barringer Drive to a painted median was considered and recommended for inclusion into the project during final design.

## COMMON COMMENTS

Location	Topic	Comment No.	Common Comment	Response
Jones Franklin	Design	Jones Franklin Rd Common #3	The proposed median to the south that prevents left turns into and out of the Sonner Aquatic Facility is not safe or convenient.	The addition of the median will improve traffic flow and make turning movements safer. South of I-440, if no median is installed, vehicles wanting to turn left out of the Sonner Aquatic facility to head south would have to turn against two lanes of oncoming northbound traffic and then merge in with the two lanes of southbound traffic. With a median, traffic to/from the aquatic facility would travel slightly farther to the Denise Drive signalized intersection or to the u-turn provided to the north. In both locations, vehicles would be turning only with traffic going the same way. This is a safer configuration. However, the placement of median breaks south of I-440 will be reevaluated during final design.
Jones Franklin	Bicycles/ pedestrians	Jones Franklin Rd Common #4	Incorporate accommodations for bicycles and pedestrians.	The project would make improvements to Jones Franklin Road in the interchange area that include widening Jones Franklin Rd to four lanes with a median, adding sidewalks and bicycle lanes on both sides (subject to cost-sharing with the City of Raleigh), and accommodating a future multi-use path on the Jones Franklin Rd bridge over I-440.
Ligon	Bicycles/ pedestrians	Ligon St Common #1	This crossing needs to accommodate bicyclists and pedestrians.	The two-lane bridge under the Build Bridge to South Alternative and the Build Bridge to North Alternative would have an anticipated 25 mph speed limit and also have sidewalks. The low speed and relatively low volume of traffic on this roadway would be a safe alternative for bicycles, especially compared to the Extend Existing Traffic Culvert Alternative. The Extend Existing Traffic Culvert Alternative would not include any pedestrian or bicycle accommodations.
Ligon	Traffic	Ligon St Common #2	The bridge alternatives will increase traffic in the neighborhood.	A small area traffic forecast was completed for the Method neighborhood area, as described in Section 4.4 of the EA under the subheading Method Neighborhood. As discussed on EA Page 4-8, Ligon St would see increased traffic if a two-lane bridge were built and the road was connected to Blue Ridge Rd. However, traffic on Method Rd through the heart of the neighborhood would be about the same with or without the project (about 9,300 to 9,500 vehicles per day in 2035) as any additional traffic that may be attracted to use Method Rd as a cut-through is offset by traffic that would now stay on Ligon St to/from Gorman St as a more convenient route.
Ligon	Alternatives	Ligon St Common #3	Close the culvert, it is out of date and unnecessary and a waste of money.	The existing Ligon St traffic culvert provides an important connection between the historic Oak Grove Cemetery and the churches and residents of the Method neighborhood. Ligon St also provides a connection between NCSU research facilities. In addition, the City of Raleigh has future plans to connect Ligon St to Blue Ridge Rd. It is not practical to entirely close this connection.

## COMMON COMMENTS

Location	Topic	Comment No.	Common Comment	Response
Melbourne	Design	Melbourne Rd Common #1	Keep the Melbourne Road bridge but eliminate the interchange ramps.	<p>NCDOT balances multiple factors, including public input, in developing Detailed Study Alternatives for a project and in selecting the alternatives to implement. The Detailed Study Alternatives at Melbourne Road and the decision to retain the interchange ramps were developed based on a number of factors, including considerations related to roadway design, impacts from the proposed alternatives, traffic operations, and input from the public and agencies such as the Federal Highway Administration, City of Raleigh, and the Capital Area Metropolitan Planning Organization. Public input was received at the two open house meetings as well as at several small group meetings with local organizations (for example, the West Citizens Advisory Council and the Combs Elementary School PTA).</p> <p>In general, urban highly developed areas benefit from as much access and connectivity as practicable to provide options for travelers. No options that remove the interchange ramps are planned at this time. Additional information about the final designs and construction activities will be shared with the public by NCDOT and the design-build team as the project progresses.</p>
Melbourne	Design	Melbourne Rd Common #2	Keep the Deboy St connection open on the Melbourne Rd off ramp from westbound I-440	The connection of Deboy St to the off-ramp will be closed because current FHWA policy does not allow for breaks in access control along a freeway ramp for features such as side streets or driveways to connect to a ramp.
Melbourne	Design	Melbourne Rd Common #3	Traffic signals are not needed at the ramp intersections with Melbourne Rd	The traffic signals shown on the Public Hearing Map at the I-440 ramp intersections at Melbourne Rd were incorrect. Traffic operations analysis for the year 2035, updated for the year 2040 in the Finding of No Significant Impact (FONSI), recommend stop signs as sufficient for these intersections. Traffic signals will not be installed in these locations as part of the project.
Melbourne	Design	Melbourne Rd Common #4	Do not widen Melbourne Road.	The Detailed Study Alternatives at the Melbourne Rd interchange shown in the EA and the Public Hearing both proposed widening the bridge over I-440 to three lanes to accommodate a left turn lane for the on-ramp to eastbound I-440 and a left turn lane at Kaplan Rd. During the public review period, the City of Raleigh requested that Melbourne Rd remain two lanes wide with bicycle lanes and sidewalks. This design change will be made during final design, as discussed in the Finding of No Significant Impact (FONSI).
Melbourne	Design	Melbourne Rd Common #5	Do not add bicycle lanes to Melbourne Road.	Sidewalks and lane width for bicycle lanes on the bridge are included at the request of the City of Raleigh. Melbourne Rd is a signed bicycle route.
Western	Alternatives	Western Blvd Common #1	Were any other designs considered? The proposed design will be too confusing to drivers.	<p>The Double Crossover Diamond was the best solution to carry the projected traffic volumes and turning movements at this interchange location. Pages 2-9 and 2-10 of the EA describe the other alternatives initially evaluated for the Western Blvd interchange and the reasons they were eliminated from further study.</p> <p>It may take drivers a few times navigating a double crossover diamond until they feel comfortable, but these interchanges are well-signed. The double crossover diamond looks more complicated from above than when actually driving it. Over time, drivers will become familiar with the interchange design, as they have at other locations around the state. There is a poster titled How to Navigate A Double Crossover Diamond available on the project website that shows how to navigate a double crossover diamond. The project website is <a href="http://www.ncdot.gov/projects/i-440improvements">www.ncdot.gov/projects/i-440improvements</a>. In addition, NCDOT has a video on their YouTube channel showing how this type of interchange works.</p>

## COMMON COMMENTS

Location	Topic	Comment No.	Common Comment	Response
Western	Bicycles/ pedestrians	Western Blvd Common #2	The interchange needs to accommodate bicyclists and pedestrians.	There is an existing multi-use path through the interchange area. The multi-use path will be replaced and sidewalk will be constructed to accommodate pedestrians and bicyclists through the proposed interchange. Options for the path and sidewalk include constructing them along the sides of Western Blvd or through the median. This will be decided during final design.
Western	Cost/funding	Western Blvd Common #3	The proposed design is too expensive.	Much of the cost associated with this interchange is the need to reconstruct the stormwater drainage system, which would be necessary for each alternative.

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# COMMENTS AND RESPONSES

*Note: Comment letters and responses are bound separately. Only the table of contents is provided in Volume 1. Volume 2 has the complete Appendix C.*

## C.3 Agencies and Organizations

**Table C3-1: Agency and Organization Comments**

Doc. No.	Name	Agency/ Organization	Date	Page No.
A-001	Best, Crystal	State Environmental Review Clearinghouse	8/17/2017	C3-21
A-002	Hardison, Lyn	NC Department of Environmental Quality (NCDEQ)	8/10/2017	C3-21
A-003	Wilson, Travis	NC Wildlife Resources Commission (NCWRC)	7/24/2017	C3-22
A-004	Ridings, Rob	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	7/21/2017	CS-22
A-005	Hunneke, William	NC Division of Waste Management (NCDWM) Hazardous Waste Section	7/21/2017	C3-24
A-006	Tatum, Katie	NC DWM Inactive Hazardous Sites Branch - Central Unit	7/24/2017	C3-25
A-007	Hammonds, Drew	NC DWM Solid Waste Section	7/17/2017	C3-26
A-008	Not given	NC DEQ Raleigh Regional Office	8/4/2017	C3-26
A-009	Desai, Rupal	NC Department of Transportation (NCDOT) Transportation Planning Branch	7/26/2017	C3-28
A-010	Mason, Suzanne	NC Natural Heritage Program (NHP)	7/19/2017	C3-28
A-011	Richardson, Greg	NC Department of Administration (NCDOA) - Commission of Indian Affairs	7/24/2017	C3-29
A-012	Brubaker, John	NCDEQ Division of Emergency Management - Floodplain Management Program	7/17/2017	C3-29
A-013	Wilber, Pace	National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS)	7/26/2017	C3-30

**Table C3-1: Agency and Organization Comments**

Doc. No.	Name	Agency/ Organization	Date	Page No.
A-014	Jordan, Gary	US Fish and Wildlife Service (USFWS)	7/20/2017	C3-30
A-015	Cleveland, Lydia	North Carolina Museum of Art (NCMA)	8/22/2017	C3-31
A-016	Blank, Gary	NCSU Faculty Senate	8/20/2017	C3-32
A-017	Ivankovich, James	University Club	8/11/2017	C3-32
A-018	Whitehouse, Joe	Hillsborough Street Community Service Corporation	No date	C3-33
A-019	Levin, Stuart	Blue Ridge Corridor Alliance (BRCA)	9/7/2017	C3-34
A-020	Haywood, Emmett	Nicholls & Crampton on behalf of NCSU University Club	9/7/2017	C3-34
A-021	Gurganus, Steve	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	9/8/2017	C3-37
A-022	Campbell, Sharon	Meredith College Facilities Director	9/7/2017	C3-41
A-023	Withrow, Kenneth	Capital Area Metropolitan Planning Organization (CAMPO)	9/12/2017	C3-42

**Agencies/Organizations  
Comments**

Doc. No	Agency/ Organization	Location	Topic	Comment No.	Comment	Response
A-001	State Environmental Review Clearinghouse	General	Agency coordination	1	If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.	Any further environmental review documents will be forwarded to the State Clearinghouse.
A-002	NC Department of Environmental Quality (NCDEQ)	General	Agency coordination	1	The Department encourages the applicant to continue to work with our agencies during the NEPA Merger Process and as this project moves forward.	NCDOT will continue to work with State regulatory agencies through the NEPA Merger Process.
A-003	NC Wildlife Resources Commission (NCWRC)	General	Wildlife and Habitat	1	NCDOT is proposing to improve I-440 from south of Walnut Street in Cary to east of Wade Avenue in Raleigh. This project is being planned under the NEPA/Section 404 Merger 01 process. WRC is represented in this process and comments provided in conjunction with this process have been documented. At this time, we do not have any additional concerns. Thank you for the opportunity to comment on this EA. If we can be of any further assistance please call me at (919) 707-0370.	Comment acknowledged.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	1	This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, the NCDWR will continue to work with the team.	Comment acknowledged.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	2	House Creek, Bushy Branch, Simmons Branch, Lynn Branch and UT Silver Lake are class NSW (Nutrient Sensitive) waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these streams and their tributaries. Additionally, to meet the requirements of NCDOT's NPDES permit NCS0000250 the NCDWR requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of the <i>North Carolina Department of Transportation Stormwater Best Management Practices Toolbox</i> manual.	As discussed in Section 3.10.4 of the Environmental Assessment, prior to construction, an erosion and sedimentation plan will be developed for the Preferred Alternative in accordance with applicable rules, regulations and guidance. This plan will follow <i>Design Standards in Sensitive Watersheds</i> and <i>Neuse River Riparian Buffer Rule</i> s in accordance with NCDEQ and NCDOT guidance and best management practices. NCDOT's Post-Construction Stormwater Program manages long-term stormwater runoff from NCDOT projects to protect water quality. The requirements of the program would apply to any of the Detailed Study Alternatives since they all would increase the built-upon area. A Stormwater Management Plan will be prepared during final design of the project to direct the drainage design and manage long-term stormwater runoff. As part of the plan, NCDOT will implement new structural best management practices and non-structural pollution minimization measures.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	3	Walnut Creek, Lake Johnson, Rocky Branch and their tributaries are class NSW; 303(d) impaired waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that the most protective sediment and erosion control BMPs be implemented in accordance with <i>Design Standards in Sensitive Watersheds</i> (15A NCAC 04B .0124) to reduce the risk of further impairment to these waters. Additionally, to meet the requirements of NCDOT's NPDES permit NCS0000250, the NCDWR requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of the <i>North Carolina Department of Transportation Stormwater Best Management Practices Toolbox</i> manual.	See response to Comment #2 in Document A-004.

**Agencies/Organizations  
Comments**

Doc. No	Agency/ Organization	Location	Topic	Comment No.	Comment	Response
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	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 .0295. 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, coordinated with the North Carolina Division of Mitigation Services, must be provided to NCDWR prior to approval of the Water Quality Certification. 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, coordinated with the North Carolina Division of Mitigation Services, must be provided to NCDWR prior to approval of the Water Quality Certification.	NCDOT will obtain all required permits prior to project construction and will implement mitigation. During final design, the amount of buffer area required would be recalculated. As discussed in Section 3.10.4 of the Environmental Assessment, all Detailed Study Alternatives are estimated to impact more than the threshold of one-third acre of riparian buffer that requires mitigation. Written authorization will be required from the NC Division of Water Resources (NCDWR) for disturbance of riparian buffer areas prior to construction. Best management practices will be used to minimize disturbance, preserve aquatic life and habitat, and protect water quality. Mitigation may include payment of a fee to the Riparian Buffer Restoration Fund, donation of property or restoration or enhancement of a riparian buffer area, or other mitigation as approved by the NCDWR.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	5	The environmental documents and permit applications should 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 mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.	The document titled <i>Methodology and Calculations for Impacts from the U-2719 Preliminary Designs to Jurisdictional Streams, Ponds, Wetlands, and Riparian Buffers</i> (April 2017) referenced in the Environmental Assessment (page 3-61) provides a detailed presentation of potential impacts to jurisdictional resources for each Detailed Study Alternative's preliminary design. The potential impacts to jurisdictional resources for the Preferred Alternative will be updated in the Finding of No Significant Impact (FONSI). A conceptual mitigation plan will be prepared for the Preferred Alternative. NCDOT has received agreement from the NCDEQ Division of Mitigation Services to provide compensatory mitigation through the in-lieu fee program.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	6	Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. To meet the requirements of NCDOT's NPDES permit NCS0000250 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 the North Carolina Department of Transportation Stormwater Best Management Practices Toolbox manual, which includes BMPs such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.	See response to Comment #2 in Document A-004.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	7	After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT 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 shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available to assist with wetland mitigation.	NCDOT will work with NCDWR and the USACE to identify and provide all required mitigation to satisfy compensatory mitigation requirements for this project. Avoidance and minimization measures were incorporated into the preliminary engineering designs for the Detailed Study Alternatives, as summarized in Section 3.11.4 of the Environmental Assessment. For example, retaining walls are proposed where Walnut Creek crosses under I-440 to avoid impacts to this creek. Measures will be discussed with the environmental resource and regulatory agencies at the agency coordination meeting to concur on the Least Environmentally Damaging Practicable Alternative and avoidance and minimization measures (Concurrence Points 3 and 4a).
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	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 stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available to assist with stream mitigation.	NCDOT will obtain all applicable permits, including a Section 404 Permit and associated 401 Water Quality Certification. Avoidance and minimization measures incorporated into the Preferred Alternative will be discussed in the Finding of No Significant Impact (FONSI).

**Agencies/Organizations  
Comments**

Doc. No	Agency/ Organization	Location	Topic	Comment No.	Comment	Response
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	9	Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland, buffer, and stream impacts with corresponding mapping.	All impacts, corresponding mapping, and mitigation information will be included in the 401 Water Quality Certification Application submitted by NCDOT to NCDWR.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	10	The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDOT 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.	See response to Comment #2 in Document A-004.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Secondary and cumulative impacts	11	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 Resources Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.	The <i>Final Indirect Screening Report</i> (March 2015) prepared for the project indicated a lower level of concern for indirect effect and recommended no further related studies.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	12	The NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap 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.	All project impacts to jurisdictional resources, including short-term construction impacts, will be included in final impact calculations provided in the permit applications.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	13	Where streams must be crossed, the NCDWR 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, the NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.	The final <i>Preliminary Hydraulics Study for Environmental Impact</i> (August 2017) prepared for the project recommends that culvert inverts be buried one foot below the channel bed.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	14	Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the stream banks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.	Comment acknowledged. Since this is a widening project, most proposed structures are extensions of existing structures.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	15	Sediment and erosion control measures should not be placed in wetlands or streams.	Comment acknowledged.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	16	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.	The design-build team will be required to acquire applicable permits relative to borrow pits and comply with requirements for borrow pits, dewatering, and any temporary work conducted in jurisdictional areas.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	17	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.	The 401 Water Quality Certification application will include proposed methods for stormwater management.

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A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	18	Based on the information presented in the document, the magnitude of impacts to wetlands and streams will require an 404 Permit 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 NCDWR. 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.	NCDOT will obtain all required permits, including a Section 404 Permit and associated 401 Water Quality Certification. Avoidance and minimization measures incorporated into the Preferred Alternative will be detailed in the permit application.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	19	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.	Comment acknowledged.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	20	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.	Temporary access and haul roads, other than public roads, constructed or used in connection with the project shall be considered a part of the project and addressed in the erosion and sedimentation control plans developed by the design-build team.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	21	Unless otherwise authorized, placement of culverts and other structures in waters and streams 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 downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.	The final <i>Preliminary Hydraulics Study for Environmental Impact</i> (August 2017) prepared for the project recommends that culvert inverts be buried one foot below the channel bed.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	22	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, floodplain benches, and/or sills may be required 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.	The final design for the Preferred Alternative will be completed in accordance with the NCDOT Guidelines for Drainage Studies and Hydraulic Design.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Geotechnical	23	If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3883/Nationwide Permit No.6 for Survey Activities.	If additional geotechnical investigations are needed, subsurface investigations, including borings, will be conducted in accordance with the current NCDOT Geotechnical Unit Guidelines and Procedures Manual.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	24	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 acknowledged. The project's erosion and sediment control/stormwater pollution prevention plan will be implemented and maintained during the construction of the project in accordance with all applicable laws and regulations.

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A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	25	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 the 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.	NCDOT will implement approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities Manual.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	26	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.	On-site wetland delineations within the project corridor were performed by qualified biologists on various dates from May 2013 through May 2016.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	27	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 shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.	NCDOT will implement approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities Manual.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	28	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 should be properly designed, sized and installed.	All appropriate measures will be taken to protect streams and aquatic life based on NCDOT standard practices. Rip rap is removed from streams where stream velocities are not erosive.
A-004	NC Division of Water Resources (NCDWR) Transportation Permitting Branch	General	Water resources	29	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.	Appropriate measures will be taken to preserve and reestablish riparian vegetation to the maximum extent possible. NCDOT will require the design-build team to preserve trees, where possible, along the project. In addition, final designs will be prepared in accordance with BMPs from NCDOT's toolbox, which recommend the reestablishment of riparian vegetation
A-005	NC Division of Waste Management (NCDWM) Hazardous Waste Section	General	Hazardous materials	1	Any hazardous waste generated from the demolition, construction, operation, maintenance, and/or remediation (e.g. excavated soil) from the proposed project must be managed in accordance with the North Carolina Hazardous Waste Rules. The demolition, construction, operation, maintenance, and remediation activities conducted will most likely generate a solid waste and a determination must be made whether it is a hazardous waste. If a project site generates more than 220 pounds of hazardous waste in a calendar month, the HWS must be notified, and the site must comply with the small quantity generator requirements. If a project site generates more than 2200 pounds of hazardous waste in a calendar month, the HWS must be notified, and the facility must comply with the large quantity generator requirements.	NCDOT will comply with the NC Hazardous Waste Rules.
A-006	NC DWM Inactive Hazardous Sites Branch - Central Unit	General	Hazardous materials	1	Five sites were identified within one mile of the project as shown on the attached map and in the table below. The Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater. Superfund Section files can be viewed at: <a href="http://deq.nc.gov/waste-management-laserfiche">http://deq.nc.gov/waste-management-laserfiche</a>	The NCDOT GeoEnvironmental Unit investigated the project study area to identify hazardous material sites of concern (April 2017), as summarized in Section 3.8 of the Environmental Assessment (EA). No sites with high risks to cost or schedule were identified. As stated on Page 3-33 of the EA, a more detailed field reconnaissance for hazardous waste/material sites will be conducted for the Preferred Alternative. Soil and groundwater assessments will be conducted on each potentially contaminated property identified within the Preferred Alternative before right-of-way acquisition in order that the degree and extent of contamination can be assessed.
A-007	NC DWM Solid Waste Section	General	Solid waste	1	Based on the information provided, the Section does not see an adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project.	Comment acknowledged.

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A-007	NC DWM Solid Waste Section	General	Solid waste	2	During the land clearing, demolition and construction for this project, the NCDOT and/or its contractors should make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility permitted by the Division. The Section strongly recommends that the NCDOT require all contractors to provide proof of proper disposal for all generated waste to permitted facilities.	NCDOT will require all contractors to provide proof of proper disposal for all generated waste to permitted facilities.
A-008	NC DEQ Raleigh Regional Office	General	Air quality	1	PERMITS: Any open burning associated with subject proposal must be in compliance with 15A NCAC 2D.1900.	NCDOT and the design-build team will comply with all applicable regulations and ordinances related to open burning and fugitive dust control in effect at the time of construction.
A-008	NC DEQ Raleigh Regional Office	General	Water resources	2	PERMITS: 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 are to be disturbed. Plans must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees.	NCDOT acknowledges that an erosion and sedimentation control plan will be required prior to any land disturbing activities.
A-008	NC DEQ Raleigh Regional Office	General	Water resources	3	PERMITS: Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required.	Comment acknowledged. Neuse River riparian buffer impacts and permits are discussed in Section 3.10.4 of the Environmental Assessment and updated in the FONSI.
A-008	NC DEQ Raleigh Regional Office	General	Water supply	4	PERMITS: Abandonment of any wells, if required must be in accordance with Title 15A, Subchapter 2C.0100.	Comment acknowledged.
A-008	NC DEQ Raleigh Regional Office	General	Hazardous materials	5	PERMITS: Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.	The proper regional office will be notified if orphan USTs are discovered.
A-008	NC DEQ Raleigh Regional Office	General	Water supply	6	PERMITS: Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Section, (919) 707-9100.	Comment acknowledged.
A-008	NC DEQ Raleigh Regional Office	General	Water supply	7	PERMITS: If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.	Existing water lines likely will be relocated to construct the project. Plans will be submitted to the NCDWR Public Water Supply Section as required.
A-009	NC Department of Transportation (NCDOT) Transportation Planning Branch	General	Traffic	1	As a result of this review the following is submitted: No Comment	Comment acknowledged.
A-010	NC Natural Heritage Program (NHP)	General	Wildlife and Habitat	1	As a result of this review the following is submitted: No Comment	Comment acknowledged.
A-011	NC Department of Administration (NCDOA) - Commission of Indian Affairs	General	Indian affairs	1	As a result of this review the following is submitted: No Comment	Comment acknowledged.



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A-012	NCDEQ Division of Emergency Management - Floodplain Management Program	General	Water resources	1	As a result of this review the following is submitted: No Comment	Comment acknowledged.
A-013	National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS)	General	Wildlife and Habitat	1	Based on the information in the public notice, the proposed project would NOT occur in the vicinity of essential fish habitat (EFH) designated by the South Atlantic Fishery Management Council, Mid-Atlantic Fishery Management Council, or the NMFS. Present staffing levels preclude further analysis of the proposed work and no further action is planned. This position is neither supportive of nor in opposition to authorization of the proposed work.	Comment acknowledged.
A-013	National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS)	General	Wildlife and Habitat	2	Please note these comments do not satisfy consultation responsibilities under Section 7 of the Endangered Species Act of 1973, as amended. If an activity "may effect" listed species or critical habitat under the purview of the NMFS, please initiate consultation with the Protected Resources Division at the letterhead address.	The project study area was surveyed for protected species, as summarized in Section 3.12.2 of the Environmental Assessment. Only one species, the Northern long-eared bat, was determined to have a May Affect, Likely to Adversely Effect determination from any of the Detailed Study Alternatives because the project is located in eastern North Carolina. The Northern long-eared bat is a mammal, and this animal and its habitat are not under the purview of the NMFS.
A-014	US Fish and Wildlife Service (USFWS)	General	Other	1	I have no comments on the PN for U-2719.	Comment acknowledged.
A-015	North Carolina Museum of Art (NCMA)	Hillsborough-Wade	Parks and Greenways	1	At what point will you be able to provide us a list of comments/questions that the public had regarding the impacts to NCMA? In addition, what format will these be presented?	The public comment period closed on September 8, 2017. Comments received via comment form, email/letter, hearing transcript, and on-line comment form were reviewed. Only a few mentioned greenways and parks. Relevant comments in their original form were provided to NCMA on September 26, 2017. In addition, tallies were provided for the question on the comment form related to parks.
A-016	NCSU Faculty Senate	Hillsborough-Wade	Design	1	That the North Carolina State University Faculty Senate appeals to North Carolina Department of Transportation planners to eliminate the Hillsborough Street interchange with I-440	See response to Hillsborough-Wade Common Comment #10.
A-017	University Club	Hillsborough-Wade	Noise	1	Removing the wooded buffer which we have now and not planning for a noise barrier will make potential members think twice about belonging to the Club, which would substantially undermine the financial stability of our organization.	The right of way will be revegetated, which will establish a new vegetative buffer. Based on FHWA and NCDOT regulations, criteria, guidance, and policy, a noise wall was determined to be not warranted for the University Club area.
A-017	University Club	Hillsborough-Wade	Design	2	Please consider making meaningful revisions to the current plans that can encompass growth and safety this project is designed to accomplish, without the detrimental impact on long established businesses such as ours.	See response to Hillsborough-Wade Common Comment #1.
A-018	Hillsborough Street Community Service Corporation	Hillsborough-Wade	Right of way	1	We strongly encourage further study and community engagement to develop a plan that balances the need to accommodate automobile traffic with minimizing adverse impacts to adjoining property owners, institutions, and communities.	See responses to Hillsborough-Wade Common Comments #1 and #6.
A-018	Hillsborough Street Community Service Corporation	General	Other	2	We encourage the DOT to adopt values that include preservation of open space, sustainability, and best practices in storm water management.	As discussed in Section 3.10.4 of the Environmental Assessment, prior to construction, an erosion and sedimentation plan will be developed for the Preferred Alternative in accordance with applicable rules, regulations and guidance. This plan will follow <i>Design Standards in Sensitive Watersheds</i> and <i>Neuse River Riparian Buffer Rules</i> in accordance with NCDEQ and NCDOT guidance and best management practices.
A-018	Hillsborough Street Community Service Corporation	Hillsborough-Wade	Design	3	The alternatives look the same as what was shared us over two years ago when we gave comments about the impact to the surrounding properties. We would encourage looking at further study on these areas but if these are the only plans to choose from, HSCSC prefers the "One Flyover" alternative.	See responses to Hillsborough-Wade Common Comments #1 and #6.

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A-018	Hillsborough Street Community Service Corporation	Hillsborough- Wade	Bicycles/ pedestrians	4	HSCSC supports enhancements to improve safe pedestrian and bicycle use. HSCSC supports installation of the multi-use paths to Blue Ridge Road and Faircloth/Gorman Street in coordination with the City of Raleigh, Meredith College and NC State University.	NCDOT worked with the City of Raleigh on locations for sidewalks, multi-use paths, and bicycle lanes on streets crossing I-440 during preliminary design of the Detailed Study Alternatives. As part of the project, a segment of multi-use path on the east side of Hillsborough St will be constructed through the interchange area. NCDOT also is working with the City of Raleigh and Meredith College on the relocation of the Reedy Creek Greenway in the Meredith College area.
A-018	Hillsborough Street Community Service Corporation	Hillsborough- Wade	Bicycles/ pedestrians	5	Further study for the pedestrian crossings at the on- and off-ramps on the east side of Hillsborough Street to ensure safe and convenient crossings for pedestrians and bicycles.	Traffic signals will be installed at the ramp intersections at Hillsborough St and the multi-use path and crossings will be constructed to current standards.
A-018	Hillsborough Street Community Service Corporation	Hillsborough- Wade	Lighting	6	Ample but sensitive, dark sky compliant lighting for pedestrian safety.	Lighting will be installed at the Hillsborough St interchange as part of the project. The lighting design requirements will specify use of International Dark-Sky Association (IDA) Approved Lighting Fixtures. The IDA's Fixture Seal of Approval program certifies outdoor lighting fixtures as being Dark Sky Friendly, meaning that they minimize glare while reducing light trespass and skyglow. Lighting design will also specify light fixtures to minimize the quantity of backlight, upright and glare from the fixtures.
A-018	Hillsborough Street Community Service Corporation	Hillsborough- Wade	Public art	7	Public art where possible within the interchange envelope. Public art should be curated by an art selection panel of qualified experts. Align aesthetic treatments of the interchange with the Hillsborough Street Streetscape Plan. Installation of a Hillsborough St. welcoming gateway monuments at the area of the exits designed by recognized artists, architects and designers (samples included below).	NCDOT is willing to work with the City of Raleigh and local organizations regarding public art and entrance monuments at the Hillsborough St interchange, but the costs for these enhancements would be the responsibility of others. It should also be noted that public art will be incorporated in the Hillsborough St/Blue Ridge Rd grade separation project (NCDOT Project U-4437) as required by the NC State Historic Preservation Office as mitigation for impacts to the State Fairgrounds, a significant historic site.
A-018	Hillsborough Street Community Service Corporation	General	Bicycles/ pedestrians	8	HSCSC supports enhancements to improve safe pedestrian and bicycle use.	In coordination with the City of Raleigh, NCDOT has included sidewalks, multi-use paths, greenways, and bicycle lanes on streets crossing I-440.
A-018	Hillsborough Street Community Service Corporation	Western Blvd	Public transit	9	HSCSC supports modifications that optimize the interchange for BRT.	The proposed Double Crossover Diamond Alternative for Western Blvd would not preclude BRT service on Western Blvd through the interchange area.
A-018	Hillsborough Street Community Service Corporation	Ligon St	Design	10	HSCSC does not support the "One-Lane Traffic Culvert" alternative. HSCSC supports enhancements to improve safe pedestrian and bicycle use.	Preference acknowledged. See response to Ligon St Common Comment #1.
A-018	Hillsborough Street Community Service Corporation	Hillsborough- Wade	Design	11	HSCSC supports studying an alignment that remains within the existing R/W and does not adversely affect neighboring properties.	The existing I-440 right of way is relatively narrow in the area between Wade Ave and Hillsborough St. It is not possible to add one lane in each direction to I-440 and design ramps to current standards without some additional right of way. See responses to Hillsborough-Wade Common Comments #1 and #6.
A-019	Blue Ridge Corridor Alliance (BRCA)	Western Blvd	Bicycles/ pedestrians	1	BRCA supports enhancements to improve safe pedestrian and bicycle use. BRCA supports modifications that optimize the interchange for BRT.	See response to Western Blvd Common Comment #2. The proposed Double Crossover Diamond Alternative for Western Blvd would not preclude BRT service on Western Blvd through the interchange area.
A-019	Blue Ridge Corridor Alliance (BRCA)	Ligon St	Bicycles/ pedestrians	2	BRCA strongly prefers the "Bridge to North" alternative and does not support the "One-Lane Traffic Culvert" alternative. BRCA supports enhancements to improve safe pedestrian and bicycle use.	Preference acknowledged. See response to Ligon St Common Comment #1.
A-019	Blue Ridge Corridor Alliance (BRCA)	Hillsborough- Wade	Bicycles/ pedestrians	3	BRCA strongly prefers the "One Flyover" alternative. BRCA rejects the "Slight Detour" alternative. BRCA supports enhancements to improve safe pedestrian and bicycle use.	Preference acknowledged. In coordination with the City of Raleigh, NCDOT has included sidewalks, multi-use paths, greenways, and bicycle lanes on streets crossing I-440.
A-019	Blue Ridge Corridor Alliance (BRCA)	Hillsborough- Wade	Bicycles/ pedestrians	4	BRCA supports installation of the multi-use paths on both sides of Hillsborough St. with connection of the multi-use paths to Blue Ridge Road and Faircloth/Gorman Street in coordination with the City of Raleigh, Meredith College and NC State University.	See response to Comment #4 in Document A-018. Please note that there are no plans by the City of Raleigh to install a multi-use path on the west side of Hillsborough St from I-440 to Blue Ridge Rd. This area is within or near the existing railroad right of way.

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A-019	Blue Ridge Corridor Alliance (BRCA)	General	Lighting	5	BRCA strongly encourages: Ample and adequate lighting for public safety.	A lighting plan will be prepared during final design. A preliminary lighting study indicates that most areas along the corridor warrant lighting, including the Hillsborough St interchange.
A-019	Blue Ridge Corridor Alliance (BRCA)	Hillsborough-Wade	Public art	6	BRCA strongly encourages: Public art where possible within the interchange envelope, Installation of a Hillsborough St. welcoming gateway monument sign at the area of the exits, Align aesthetic treatments of the interchange with the Hillsborough Street Streetscape Plan.	See response to Comment #7 in Document A-018.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough-Wade	Right of way	1	The State leases approximately 46 acres of this land to the North Carolina State University Foundation, Inc., which subleases the land along with the improvements to the University Club for \$10 per year.	According to information provided by NC State University, the lease is for approximately 41 acres.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough-Wade	Right of way	2	Under the current design alternatives, the right-of-way acquisition and related construction for the Hillsborough-Wade interchanges will result in the loss of the following from the Club's property: <ul style="list-style-type: none"> <li>-Approximately 19 acres of land</li> <li>-All eight (8) tennis courts and viewing stands</li> <li>-The entire 300 space parking lot</li> <li>-The recently added pavilion building that includes the full-service kitchen, covered patio and bar and pro shop</li> <li>-The NCSU Short Course Practice Facility</li> <li>-At least 3 holes of the par three course</li> <li>-The recreational entrance to the main facilities</li> <li>Two maintenance buildings and bathroom facilities</li> <li>-The entire wooded buffer along the north and east sides of the property between the Club and the current location of 1-440</li> <li>-The "nature park" with picnic shelter and running/hiking trails</li> <li>-The bio retention system used for irrigation of the golf course</li> <li>-Many large, old growth specimen trees throughout these areas</li> </ul>	NCDOT acknowledges there would be impacts to the University Club facilities with the preliminary designs of the Detailed Study Alternatives as described in the Environmental Assessment, and updated in the Finding of No Significant Impact. Also, see response to Hillsborough-Wade Common Comment #1.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough-Wade	Design	3	It is thus imperative that the Department modify the design plans for the I-440 Project in a way that is not currently illustrated by any of the three (3) alternatives.	See response to Hillsborough-Wade Common Comment #1.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough-Wade	Design	4	<u>Hillsborough Interchange - Loops A and D</u> The projected traffic volumes on Loops A and D of the Hillsborough Street interchange are low. Include a Design Exception or Variance for these loops to tighten radiuses (and perhaps grades if necessary) so that the proposed plan more closely matches the existing facility.	See response to Hillsborough-Wade Common Comment #1. Design-build teams will have the option of proposing reduced loop radii during final design.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough-Wade	Design	5	<u>Hillsborough Street Signalized Intersections</u> The signalized intersections at Hillsborough Street should tie in with 75-degree skew instead of the 90-degree ties shown. This change does not create any operational impact and will reduce impacts to Meredith College, NC State, and the University Club.	See response to Hillsborough-Wade Common Comment #1. Additional changes can be considered by the design-build teams during final design.

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A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Design	6	<p><u>Wade Avenue Quadrant A - Loop A</u> In Wade Avenue Quadrant A, extend the retaining wall under the pedestrian bridge, shift Ramp A to the outside as much as possible, and retain Loop A. This retaining wall that is directly under the pedestrian bridge may need to be structural rather than standard and could be designed with an aesthetic treatment to remain in context with the existing abutment. While this change may slightly increase impacts to the Art Museum property, the impacts would be very unlikely to change from a de minimus determination. By eliminating Loop D on the Meredith College side as noted below, the I-440 Mainline could also be shifted to the east in this area without increasing impacts to Meredith College and make more space available for retaining Loop A. A Design Exception or Variance for tightening Loop A radius should also be considered if necessary.</p> <p><u>Back-to-back Loop Ramps</u> Turning traffic is barrier separated from mainline traffic and removed from influencing the mainline flow. Therefore, a back-to-back loop ramp should be reconsidered. Back-to-back loop ramps is a legitimate method to turn traffic, especially in the context of this project in that Loop B has very low traffic and combined Loop A and Loop B carry a small percentage of the total turning traffic at this interchange. The Environmental Assessment notes the elimination of the back-to-back loop ramps as a "benefit," but such facilities are designed, built and safely in use all across North Carolina and the United States.</p> <p><u>Wade Avenue Traffic Signal and Relocation of Ramps Band BC</u> The proposed traffic signal at Wade Avenue turns another 1/2 mile+/- of Wade Avenue from a free flow facility into a forced flow facility, which increases delay and congestion in all cases. The Environmental Assessment seems to justify this additional delay by directly comparing levels of service for a free flow facility to levels of service for a forced flow facility, which is a misleading apples-to-oranges comparison. The Environmental Assessment also misleadingly notes the addition of the traffic signal on Wade Avenue as an "other notable impact" while in fact it has an "adverse impact" operationally and an "adverse impact" due to the greatly increased impacts on NC State and University Club properties and on House Creek. Retaining Loop A removes the need to add this additional traffic signal at Wade Avenue. Removing the traffic signal also removes the need for Ramp BA. With this removal, Ramp B and Ramp BC can be shifted into the area currently occupied</p>	<p>The first two items in this comment are suggesting back to back loop ramps in the I-440 westbound direction at Wade Ave. A similar configuration was evaluated as the Collector-Distributor Weave and Braid (Page 2-14 of the Environmental Assessment[EA]). This concept was eliminated from further study because it was the least effective from a traffic operations perspective. Also, it should be noted that providing sufficient weaving distance between the back to back loop ramps would push the loop ramp in quadrant B (NCSU property area) farther out, so the right of way savings implied in this comment from this change likely would not be realized.</p> <p>Counter to what is stated in the comment, the EA does not directly compare levels of service for a free flow facility to levels of service for a facility with a traffic signal. The addition of the traffic signal on eastbound Wade Avenue is noted as an Other Notable Impact on page 3-57 of the EA because its addition is not projected to create adverse traffic operations on Wade Avenue, just different operations. The traffic operations are based on a computer model (VISSIM) of the entire corridor, including this interchange and all the interactions between the through lanes and ramps and interactions with adjacent interchanges. The VISSIM model indicates that traffic operations overall with the new traffic signal on eastbound Wade Avenue would not back up eastbound Wade Avenue.</p> <p>Designs and traffic operations for this interchange area were updated in the Finding of No Significant Impact.</p>
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Design	7	<p><u>Ramp CDB and Ramp B</u> Ramp CDB should be barrier separated immediately adjacent to the I-440 mainline. Some of the foregoing changes, if implemented, would appear to create adequate weave distance to combine Ramp B and Ramp CDB and thus entirely eliminate a new braided ramp bridge. This will allow the entire footprint of the project to shift further from NC State and University Club property.</p>	See response to Hillsborough-Wade Common Comment #1. Designs for this interchange area were updated in the Finding of No Significant Impact.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Design	8	<p><u>Hillsborough Street Loop D; Ramp CDC</u> At the Hillsborough Street interchange, a reduced Loop D radius and slightly skewed intersection appear to allow adequate weave distance to tie Ramp D to Ramp CDC and tie Ramp CDC to the mainline prior to Wade Avenue. This removes the need to add Loop D at Wade Avenue. Ramp CDC should also be barrier separated immediately adjacent to the I-440 mainline. At Wade Avenue, matching the existing slight skew where Ramp CDC is shown to tie to Wade, combined with the removal of Loop D, and shifting Ramp DB west as allowed by the removal of Ramp BA, will greatly reduce impacts to Meredith College on both sides of Wade Avenue, and will move Ramp DB away from Meredith's expanded historically eligible area. The noted changes will increase the length of proposed weaves on the Meredith College and University Club sides of the highway. If these weaves still fall short of standards, a Design Exception for weave lengths should also be included to allow for the much more context-sensitive design.</p>	This comment suggests that the traffic from Loop D at Wade Ave instead use Ramp CDC under the Slight Detour Alternative. This would mean that traffic that uses the loop and has a free flow movement onto eastbound Wade Ave would be added to Ramp CDC as left turns at Wade Ave. The peak hour traffic on Loop D is projected to be approximately 2,100 vehicles in 2035, and this would overload the ability of the intersection to process the traffic.

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A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Design	9	<u>Wade Avenue Interchange; Flyover Bridge Designs</u> The Department should consider requiring flyover bridge designs at the Wade Avenue interchange that increase span lengths such as segmental and tub/box girders which afford more geometric freedom, provide aesthetic opportunities, and improve visual context.	The design at the Wade Ave interchange already includes span lengths greater than the standard 180 feet. The flyover is more influenced by design speed and vertical clearance requirements over other roadways. In the Detailed Study Alternatives, the flyover ramp already has a reduced design speed of 45 mph. This reduces the radius so as not to extend farther onto adjacent property.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Design	10	<u>Ligon Street to Wade Avenue Shoulder Widths</u> Inside shoulder widths on the mainline between Ligon Street and Wade Avenue should be reduced with a Design Exception or Variance to reduce impacts to NC State property. A median planter should not be considered in this area.	A median planter is not proposed from Ligon St through Wade Ave in the preliminary designs for any of the Detailed Study Alternatives. The design-build teams can consider reducing inside shoulder widths during final design, but this would require a design exception approved by NCDOT to reduce the inside shoulder width to less than the standard width.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Design	11	<u>Retaining and Noise Walls</u> Retaining walls should be used extensively on the shoulder points of the mainline and ramps to reduce property impacts. This should not be left to the discretion of the private design-build teams. These walls should be shown in the design now, because retaining walls are more expensive to build than to not build, and design-build teams are motivated to reduce construction costs, not reduce property impacts. Design-build teams are not responsible for the dollar cost of property takings. Showing additional retaining walls now will also allow the Department to develop a more realistic engineer's estimate for the bidding process.	Final survey data became available in November 2017 and the preliminary design plans for the Preferred Alternative were reviewed to determine where additional retaining walls could be constructed in the Hillsborough St/Wade Ave interchange area to reduce right of way impacts. These are discussed in the Finding of No Significant Impact. Design-build teams are required to describe how their design will affect the right-of-way costs during the design-build procurement process. The design-build teams will not be allowed to increase the right-of-way impacts to Meredith College and NCSU property above those shown on the Preferred Alternative preliminary design without approval from NCDOT.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Safety	12	While a noise wall along the University Club property will likely not meet objective State or Federal Highway policy for noise protection, a noise wall should be provided for safety considerations only. The plans shown shift the I-440 mainline significantly towards the University Club pool facility, and will severely impact the lifeguard's ability to monitor the pools. NCDOT should provide continuous walls along the entire length of the improvements to limit both the visual impact of the project and highway light spillage. Walls also provide opportunity for community-based context based on material choice, connected mosaic, medallion or other aesthetic treatments.	See responses to Hillsborough-Wade Common Comments #5 and #8.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Bicycles/ pedestrians	13	<u>Bike lanes and pedestrian accommodations</u> Bike lanes and pedestrian accommodations should be added to Hillsborough Street. Meredith College, N.C. State, and the University Club have many students, employees, and members that bike to these facilities, and we have all seen or been in the huge crowds of people walking in the Hillsborough Street traffic lanes past the Vet School during the State Fair.	A multi-use path will be constructed through the I-440 interchange area along the east side of Hillsborough St as part of the project. The City of Raleigh plans to continue the multi-use path to the State Fairgrounds as a separate project.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Design	14	<u>Design Exceptions or Variances</u> The one, or possibly up to four, Design Exceptions or Variances noted (loop radius, perhaps loop grade, perhaps weave distance, perhaps inside mainline shoulder) should be approved in order to reduce massive out of context impacts, greatly reduce project costs, and will meet driver expectations for a heavily developed urban corridor.	See response to Hillsborough-Wade Common Comment #1. During final design, the design-build teams can propose designs that reduce impacts and/or costs. The design-build teams can consider reducing inside shoulder widths during final design, but this would require approval by NCDOT.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Design	15	These proposed revisions to the preliminary plans need to be made immediately and before the project is awarded to a design-build team. The Design Exceptions or Variances must be included in the design-build Request for Proposals. There is no economically defensible reason Design Exceptions or Variances should be pushed off until later as a major risk item to be priced by the private contractors and designers bidding on the project.	See response to Hillsborough-Wade Common Comment #1. During final design, the design-build teams can propose designs that reduce impacts and/or costs. The design-build teams can consider reducing inside shoulder widths during final design, but this would require approval by NCDOT.

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A-020	Nicholls & Crampton on behalf of NCSU University Club	General	Design-build	16	The Department's design-build procurements to date have not included a transparent and objective way for technical review committees to score items like reduced or increased property impacts. Best Value scoring for such items has been subjective only, which makes a true cost-benefit analysis by a design-build team impossible and has increased the price of projects because of the added risk element. Accordingly, delaying these revisions and the Design Exceptions or Variances so that they become major risk items to be priced by private contractors and designers of the project all but assures that these changes will not occur.	The design-build teams will not be allowed to increase the right-of-way impacts to Meredith College and NCSU above those shown on the Preferred Alternative's preliminary design presented in the Finding of No Significant Impact (FONSI) without approval from NCDOT.
A-020	Nicholls & Crampton on behalf of NCSU University Club	General	Design-build	17	The design-build Request for Proposals for this project should also include an objective disincentive for increasing impacts more than the minimum impact depicted on the preliminary plans (for example, award-basis price will be increased \$200 for each square foot of increased property taking). The quality scoring on the Department's design-build Request for Proposals to date has been subjective and non-transparent, which increases risk and pricing and can incentivize design-build teams to "game" the scoring process to their advantage. If the Department genuinely intends to consider and implement revisions to minimize impacts to adjacent property owners, the Department needs to take action immediately.	The design-build teams will not be allowed to increase the right-of-way impacts to Meredith College and NCSU above those shown on the Preferred Alternative's preliminary design presented in the Finding of No Significant Impact (FONSI) without approval from NCDOT.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Design	18	Ultimately, the Department should be more flexible on design criteria to allow for a more context-sensitive design. The current plans are not in context with current land uses. Destroying the context of the area while simultaneously maintaining that the plans are "context-sensitive" does not recognize the community benefits provided by Meredith College, NC State, and the University Club.	See responses to Hillsborough-Wade Common Comments #1 and #6.
A-020	Nicholls & Crampton on behalf of NCSU University Club	Hillsborough- Wade	Design	19	Without any changes to the current design alternatives (made before the project is awarded to a design-build team), the property on which the Club operates will be devastated, and the value of the Club's leasehold interest in the property will be severely damaged. We will pursue the Club's right to compensation for this damage to the fullest extent allowed by law.	See responses to Hillsborough-Wade Common Comments #3 and #4.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough- Wade	Design	1	Section 3.1.3 Community Resources: Hillsborough Street and Wade Avenue Interchange Area <ul style="list-style-type: none"> <li>• The EA states that "Existing right of way along I-440 in this area is not sufficient to construct the new interchange designs, and impacts to facilities adjacent to I-440 are unavoidable." <ul style="list-style-type: none"> <li>o Meredith College disagrees. NCDOT has incorporated project footprint-reducing and impact minimizing engineering techniques in other projects. Examples include utilizing retaining walls to reduce right-of-way consuming slopes and slope easements. Design options such as the elevated expressway concept, which was incorporated in part of the Monroe Bypass project, and other engineering techniques, appear sufficient and practical techniques to greatly reduce or avoid impacts to adjacent resources. In particular, the elevated expressway dramatically reduced impacts on the business area between McKee Road and Stalling Road in Stallings. Slight or major modifications to interchange design would reduce the footprint of the Hillsborough Street interchange – a relatively low volume interchange that serves a street that NCDOT and the City of Raleigh have been working on for years to reduce speed and volume. The EA should be supplemented to adequately discuss and assess other project designs and alternatives.</li> </ul> </li> </ul>	See response to Hillsborough-Wade Common Comment #6.

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A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Community resources	2	• The EA does not adequately identify or assess direct, indirect, cumulative and/or recurring impacts to Meredith College as a community resource. It does not identify or address impacts beyond right-of-way taken.	The Environmental Assessment (EA) and Community Impact Assessment address impacts to Meredith College as a community resource. On Page 3-7 of the EA it is stated that "In this area of campus, the College's commuter parking lot and a general athletic field would be partially impacted to varying degrees by each Detailed Study Alternative." The Community Impact Assessment, incorporated by reference in the EA, acknowledges potential recurring impacts to Meredith College; "There is potential for recurring impact to Meredith College from right-of-way acquisition. The campus was affected by the original construction of I-440 in the early 1960s and the later construction of Reedy Creek Greenway along the western edge of campus. Right-of-way acquisition was required from the college to widen Faircloth Street along the eastern edge of campus."
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Community resources	3	While a relatively large campus, Meredith has lost approximately 13 percent of the original main campus to various transportation projects over time. This project will potentially take up to another 6 percent of the main campus and north campus. Thus, almost one-fifth of the original campus will have been taken by transportation projects, including this project. The EA fails miserably to identify, describe, and acknowledge those impacts.	See response to Comment #2 in document A-021 and response to Hillsborough-Wade Common Comment #6.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Community resources	4	o The EA references taking part of some of Meredith's athletic facilities. It does not acknowledge that most team sports cannot be played on partial fields in a meaningful way.	Impacts to the athletic field in the northwest corner of the campus are acknowledged in the EA. It is a general playing field. Official athletic fields are located on the southeast side of campus and are not impacted by the proposed project. See also response to Hillsborough-Wade Common Comment #6.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Community resources	5	o Meredith's student body is comprised of a large percentage of students from Wake County and nearby counties. It serves a large day-student population – many of whom are Pell Grant eligible. The EA does not address impacts to parking areas that serve this student population.	The Environmental Assessment (EA) acknowledges impacts to Meredith College's commuter parking lot (EA Page 3-7). See also response to Hillsborough-Wade Common Comment #6.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Community resources	6	The EA neither addresses impacts to parking areas that serve these populations, nor impacts on the campus experience for students, faculty, staff, visitors, and the public.	See response to Comment #5 in Document A-021.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Community resources	7	o The College hosts the City of Raleigh Reedy Creek Greenway, which the current alternatives will likely relocate. The Greenway is surrounded by a "Green Belt," consisting of hundreds of trees planted by students in honor of recently deceased Nobel Peace Prize Laureate Wangari Maathai. The EA does not identify or address impacts to this community resource.	NCDOT is working with Meredith College and City of Raleigh on the relocation plans for the Reedy Creek Greenway in the Meredith College area. As a condition of the No Adverse Effect determination from the State Historic Preservation Office regarding the historic portion of Meredith College, the NCDOT must coordinate with Meredith College on a landscape plan for the western edge of campus adjacent to I-440.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Community resources	8	Expanding in the future -- which is reasonably foreseeable and likely -- within the Designed Historic Landscape is contrary to the original master plan and could jeopardize the eligibility of the Designed Historic Landscape for National Register of Historic Places listing. Further, the EA does not address socioeconomic impacts to this community resource, nor the constraints of future development that would significantly complicate future campus expansion and simultaneously threaten the integrity and eligibility of the Designed Historic Landscape.	See response to Comment #2 in Document A-021 and response to Hillsborough-Wade Common Comment #9.

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A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Community resources	9	o The College has a campus observatory / astronomical viewing platform that is part of the Science and Math Building. According to Professor of Physics Bill Schmidt, the observatory is used for astronomy observing events. It is critical during these events to minimize light from areas surrounding the observatory, especially to the southwest of the Science and Math Building; this is the direction in which most telescope viewing occurs. Any change on the western side of the campus would negatively impact the events on the observation deck by adding to light pollution. The trees that are there now help to minimize light on the observation deck, so impacts from increased lighting, and also the 50 year old vegetative buffer would negatively impact this educational program. The deck is used 10-20 times per year, including for some non-astronomy events, such as Assistant Professor of Geoscience Matt Stutz's weather station. The EA does not address impacts to this community resource.	<p>It should be noted that light pollution currently is prevalent in the area since the campus is in an urban environment. Based on a review of aerial photography, the level areas of the Science and Math Building roof where equipment could be set up to view the sky appear to be located at the north and south ends of the building. The west and east ends are higher, with pitched rooftops. The higher rooftop of the western portion of the building would block direct views to the west. The building would not be directly impacted by any of the project's Detailed Study Alternatives.</p> <p>The southern end of the Science and Math Building, where it appears there is an accessible flat roof area, is approximately 800 feet away from the nearest proposed ramps for the I-440/Hillsborough St interchange. The tallest high mast light pole installed with the highest lumens output light fixture has an approximate light level of 0.1 footcandle at a radius of 425 feet. At double this radius (850 ft from the pole), the light level would be approximately 0.001 footcandle. For comparison, the ground light level on a full moon night without any artificial lighting is approximately 0.01 footcandle. Therefore, the amount of light at the Science and Math Building from the nearest high mast pole would be approximately one tenth of a full moon. Light levels would be even lower if Dark Sky Friendly lighting fixtures and lower height mast poles are used, as discussed in response to Hillsborough-Wade Common Comment #8.</p> <p>The operation of the weather station noted in the comment is assumed to be independent of ambient light levels.</p>
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Lighting	10	o The EA does not discuss the impact of 100-foot tall light masts surrounding the interchanges and the 45-foot light standards along the highway on the campus, the eligible historic district including the Designed Historic Landscape, the academic programs identified above, nor the context of the campus as a whole, including proximate residential dormitories.	See response to Hillsborough-Wade Common Comment #8.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Community resources	11	• The EA should be supplemented to adequately disclose and assess all of these impacts.	The Environmental Assessment and Community Impact Assessment adequately address impacts to Meredith College as a community resource.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Visual resources	12	• The EA describes the landscape character of the project area as viewed from the project, and how those views would change from the perspective of the driver. This is contrary to the entire concept of Community Impact Assessment which is based on the impact of the project on community socioeconomic resources. The EA should instead consider the impact of the project on the landscape character from the perspective of the community. This represents a gross shortcoming and failure of the EA and its underlying technical reports. The EA should be supplemented to adequately disclose and assess these impacts.	<p>Section 3.2 of the Environmental Assessment (EA) addresses visual resources and viewers both from I-440 and to I-440. The EA (page 3-10) states that "At Meredith College, the view on the western side of campus would be changed to include new fill slopes under all alternatives and the single flyover ramp structure under the One Flyover Alternative and Slight Detour Alternative and the two flyover ramps structures under the Two Flyovers Alternative."</p> <p>It should also be noted that as a condition of the determination of No Adverse Effect for the Detailed Study Alternatives on the historic area of Meredith College, the NC Historic Preservation Office requires that NCDOT prepare and install a landscape plan along the western side of Meredith College campus in consultation with Meredith College. This also will help mitigate changes in the visual landscape caused by the project.</p>
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Visual resources	13	• The EA curiously identifies the only sensitive visual resource as the Reedy Creek pedestrian bridge. That may be from the perspective of a highway driver, but the EA fails to identify Sensitive Visual Resources from the perspective of the community, including bicycle riders, pedestrians, students, staff, faculty, visitors, and the public. Neither the Reedy Creek Greenway, the Meredith Green Belt, the campus view sheds – much less the recognized Designed Historic Landscape created by Richard C. Bell, its view sheds, and even Meredith's original previously identified eligible (core campus) historic district -- are identified as Sensitive Visual Resources. We believe that all of those resources are Sensitive Visual Resources and that the EA should so acknowledge and assess. The EA should be supplemented to adequately disclose and assess those impacts.	The Environmental Assessment addresses view sheds along the entire corridor in Section 3.2. The Reedy Creek Greenway pedestrian bridge is a unique feature, and is therefore called out for views both to and from the pedestrian bridge. See response to Comment #12 in document A-021.



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A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Visual resources	14	• The EA also states the vegetative buffers throughout the study area “will regrow and obscure views.” It fails to acknowledge that it took 35-40 years for the buffer to fully obscure the original Beltline, nor to assess the socioeconomic effects of the change in landscape and community character. The EA should be supplemented to adequately disclose and assess these impacts.	See response to Comment #12 in Document A-021.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Historic resources	15	• NC-HPO determined after the EA was published that Meredith’s Designed Historic Landscape is likely eligible for the National Register of Historic Places. The EA should be supplemented to adequately disclose and assess these impacts. As noted, the EA does not address socioeconomic impacts to this community resource, nor the effects of foreseeable future campus expansion that would threaten the integrity and eligibility of the Designed Historic Landscape given the loss of developable campus land most suitable for compatible campus development, as contrasted with incompatible and incongruous highway infrastructure.	See response to Comment #12 in document A-021 and response to Hillsborough-Wade Common Comment #9.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Noise	16	• Notwithstanding noise and air quality impacts that may fall below programmatic thresholds, the EA does not adequately describe impacts of increased noise on the campus. While there may be only a two decibel difference in the maximum noise at peak hours, the project will be operating 24 hours a day. The EA does not adequately put this into context of a residential, educational institution. The EA does not document the presence of on-campus student dwelling units (The Oaks “Apartments”) proximate to the project, the Hillsborough Street interchange, and the Hillsborough Street bridge. The EA should be supplemented to adequately disclose and assess these impacts.	It should be noted that Meredith College is adjacent to existing I-440, and receives noise from the existing roadway. The proposed I-440 would move the mainlines of I-440 (which generate more noise compared to the ramps) farther away from campus. The Environmental Assessment (EA) is a summary of the numerous technical memoranda that are incorporated into the EA by reference. The Traffic Noise Report prepared for the Detailed Study Alternatives adequately assesses traffic noise to the Meredith College campus. To account for Meredith College’s context as a residential, educational institution, modeled uses on Meredith’s campus included a dormitory (residential), academic buildings, and athletic practice fields. The Oaks residences (dormitory) were included in the computer models of existing and future noise levels. The Oaks residences are predicted to have a 1-2 decibel increase from existing noise levels to 62-63 dBA Leq in the 2035 peak hour with the Detailed Study Alternatives. A 1-2 decibel increase is barely perceptible to the human ear. If the project were not built, noise at the Oaks is predicted to be 61 dBA Leq in the 2035 peak hour. These levels are below the 66 dBA Leq peak hour noise level at which NCDOT policy requires consideration of noise abatement in residential areas.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Noise	17	• Given the proximity of on-campus student dormitory dwellings (The Oaks “Apartments”) to the project, the Hillsborough Street interchange, and the Hillsborough Street bridge, plus the ineligibility of Meredith College for noise walls, NCDOT should include a Green Sheet Commitment to limit high-noise impacting construction activities during the months of August 15 through May 15 between the hours of 11pm and 7am at the Hillsborough Street interchange half of the project (between Hillsborough Street and Wade Avenue).	See response to Hillsborough-Wade Common Comment #11.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Alternatives	18	• Should NCDOT not be able to notably reduce the project footprint and right-of-way impacts, Meredith identifies the Slight Detour Alternative as the alternative that will have the lowest impacts on the central part of the western side of campus, and thus the college’s ability to expand academic buildings in the future on this part of the campus.	Comment acknowledged. Also, see response to Hillsborough-Wade Common Comment #6.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Design	19	• Meredith representatives attended the August 8, 2017 public hearing. At the hearing, Meredith heard presentations by civil engineers with roadway design experience. Meredith has since seen NCDOT visualizations of project design alternatives that would notably reduce the project footprint, particularly at the Hillsborough Street interchange and along the west side of campus. Meredith supports most of the comments and specific recommendations heard at the public hearing that would reduce the project footprint and reduce impacts to Meredith College, North Carolina State University, and the University Club as well.	See response to Hillsborough-Wade Common Comment #6.

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A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Design	20	• Should the footprint of the Hillsborough Street interchange, and all of the associated lanes and ramps providing access to the Hillsborough Street interchange be reduced -- and if modifying the footprint would greatly reduce the encroachment of highway infrastructure onto the central west side of campus, then Meredith College instead strongly supports the Two Flyover Alternative. This alternative would move the flyover infrastructure much further away from the edge of campus and the eligible historic district, which would reduce noise, light, and visual impacts to all of the campus. Since this alternative would not impact the North Campus (section of campus north of Wade Avenue), Meredith strongly encourages the selection of this alternative.	See response to Hillsborough-Wade Common Comment #6. Also, since this comment was submitted, NCDOT has worked to reduce right of way impacts from the Detailed Study Alternatives to Meredith College, and the college has stated in meetings and correspondence with NCDOT that they now prefer the Slight Detour Alternative-Revised.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Design	21	• Since this project will be constructed using design-build specifications and contracts, Meredith College believes that NCDOT should identify project footprint-minimizing methods and incorporate those into new design alternatives for this section of the project. NCDOT should seek stakeholder support for new design alternatives. Design-build specifications should include disincentives for the winning design and construction firm should impacts increase beyond those supported by impacted stakeholders for this section of the project.	See response to Hillsborough-Wade Common Comment #6. Additional measures to minimize right of way needs between Hillsborough St and Wade Ave were investigated and are presented in the Finding of No Significant Impact (FONSI). The design-build teams will be encouraged to reduce impacts, costs, and schedule with their proposed final designs and to propose innovative solutions as part of their bids. If a design-build team proposes a design that is substantially different or causes substantially different impacts than those presented in the EA/FONSI, then these proposed changes would be required to be reevaluated under the National Environmental Policy Act (NEPA).
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Community resources	22	• Project Green Sheets should incorporate NCDOT commitments for Design-Build specifications for this section of the project to reduce significant and unacceptable socioeconomic project impacts during project final design and construction.	See responses to Hillsborough-Wade Common Comments #7, #9, #11, and #14.
A-021	Womble Carlyle Sandridge & Rice, LLP on behalf of Meredith College	Hillsborough-Wade	Other	23	Dr. Allen's comments at Public Hearing	These comments are addressed in the responses to transcript comments from President Jo Allen (Speaker T-003).
A-022	Meredith College Facilities Director	Hillsborough-Wade	Right of way	1	1) The loss of the acreage is a significant detriment to the ability of the college to grow and be a vibrant learning and living community. As a medium size private college competing with peer and state institutions, the ability to serve our students, faculty and staff with attractive and functional space is the lifeblood of the College and supports the excellent educational experience that students enjoy. The loss of 13 plus acres is more than 6% of land assets and when added to past losses to highways, Green Way etc. represents a loss of over 20% of Meredith College land assets. That is a very significant portion, unrecoverable and worthy of alternative considerations.	See response to Hillsborough-Wade Common Comment #6.
A-022	Meredith College Facilities Director	Hillsborough-Wade	Visual resources	2	2) The garden like appearance of the College is a significant draw for student enrollment and retention and this project will have negative impacts on sustaining that appearance even with the grandest of new landscaping that cannot replace 100 plus year old trees that provide a barrier to the metropolitan sprawl Raleigh is experiencing. 3) Meredith grounds and appearance is also a significant engagement for our alums who have provided endowment funds to enhance and maintain these grounds and our park like settings. Loss of that even just on the West side of campus could severely impact the funding the College receives.	See response to Hillsborough-Wade Common Comment #6. Also, see response to Comment #12 in Document A-021 about the requirement for a landscaping plan along the west side of the Meredith College campus.
A-022	Meredith College Facilities Director	Hillsborough-Wade	Safety	3	While I realize flyovers have barriers, there are still increased risk with their elevation for early freezing and they are not fail safe to crashing vehicles falling or being propelled airborne and falling endangering areas underneath or alongside the flyovers.	The flyover ramps will be properly signed with the speed limit appropriate for their design. Jersey barriers will be anchored along the sides of the flyover ramps to prevent vehicles and other items from falling.
A-022	Meredith College Facilities Director	Hillsborough-Wade	Lighting	4	In addition the elevated lights from traffic has the potential to interfere with campus activities such as sporting events taking place on the tennis courts and softball field on the NW side of campus.	See response to Hillsborough-Wade Common Comment #8.
A-022	Meredith College Facilities Director	Hillsborough-Wade	Noise	5	The change in appearance and the noise barriers being removed (even if this is more perception than substantiated fact) is significantly detrimental to the campus and those that live, work and play here.	See responses to Comment #16 and Comment #12 in Document A-021.

**Agencies/Organizations  
Comments**

Doc. No	Agency/ Organization	Location	Topic	Comment No.	Comment	Response
A-022	Meredith College Facilities Director	Hillsborough- Wade	Right of way	6	5) The loss of a residential house at 1214 Moore House in two of the proposed scenarios is a significant loss for the College in that it is the only other residential property that Meredith owns other than the President's House (Massey House) and enables the College to provide temporary or semi-permanent residence for varying needs the College has such as visiting professors, critical employees etc. The house also has some significant historic value as it was the Stable Manager's residence when the College had an equestrian program up until the 70's. Replacing this structure would require expenditure of funds designated for other strategic needs and be a financial drain on the College.	NCDOT will follow their established process for right of way acquisition and relocation, in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the North Carolina Relocation Assistance Act. Fair market value is required to be paid for any property, homes, and businesses impacted by a project. The house referred to in the comment was determined not to be a resource eligible for listing on the National Register of Historic Places.
A-022	Meredith College Facilities Director	Hillsborough- Wade	Community resources	7	6) The loss of significant parking areas on the West side of campus would necessitate Meredith providing new parking spaces that would use up valuable green space or space for future new buildings or existing building expansion. It also would bring parking closer into the campus where it is now on the perimeter which does not fit in with having a walking campus interior and empowering people to live a healthier lifestyle.	See response to Hillsborough-Wade Common Comment #6.
A-022	Meredith College Facilities Director	Hillsborough- Wade	Community resources	8	7) The loss of property in the practice soccer field and driving range area removes a very vital part of the Meredith experience for students, faculty, staff and the community organizations that rent it and use it for their sporting programs. The loss of the event revenue is also a financial drain on the College and takes away a marketing exposure avenue that Meredith has for recruitment of students.	See response to Hillsborough-Wade Common Comment #6.
A-022	Meredith College Facilities Director	Hillsborough- Wade	Safety	9	8) The One Flyover Alternative and the Slight Detour Alternative provide my greatest safety concerns for both Meredith employees and community members using the Green Way as the drawings show the Green Way intersecting the roadway (Moore Drive) and the service road that leads to the roadway to the Barn and the driveways to Massey House and 1214 Moore Drive House. This service road to the Barn which is the Meredith College Grounds Shop is heavily traveled from early morning hours until evening hours with grounds equipment and grounds vehicles doing their work on campus. The Massey House is an entertainment area for the College and often has considerable traffic at varying times of the night and day. Due to the limited area and the need for a security fence as exists now between Meredith and the current Green Way, I would expect a 7' or higher fence to be erected to protect people using the Green Way from easily accessing Meredith property. That would require putting a gate across the Meredith road which would lead to great loss of productivity if a Meredith employee or someone traveling to Massey House or the Moore Drive House had to open and close a gate every time and just isn't a practical or acceptable solution. Yet it isn't conceivable to think that we could leave this area unsecured from the Green Way as there would be way too much opportunity for theft from the Grounds Shop or people accessing areas of Meredith that are considered private residences. This is an area of campus that is remote, heavily wooded and unless secured would be an invitation for inappropriate access or activities to happen in this area. While the Green Way currently crosses the Meredith College main entrance, this is a very different situation as the front of campus has a long straight sight line for intersecting traffic and is in a highly visible area of the campus.	NCDOT has been working with Meredith College and the City of Raleigh on options for replacing/relocating the Reedy Creek Greenway. An updated preliminary design for the Reedy Creek Greenway is described in the Finding of No Significant Impact.
A-022	Meredith College Facilities Director	Hillsborough- Wade	Safety	10	Additionally, this limited sight lines for equipment and vehicle traffic coming from the Grounds Shop/Barn and making a right hand turn onto the road leading through the tunnel would pose a significant safety risk for persons using the Green Way. I can see this being an area where a number of accidents would happen. The only way I see this scenario working is if the Green Way traveled over this part of Meredith through an aerial means (bridge) that was high enough to prevent access to the Meredith property, allow for the vehicles to be able to pass under it.	NCDOT has been working with Meredith College and the City of Raleigh on options for replacing/relocating the Reedy Creek Greenway. An updated preliminary design for the Reedy Creek Greenway is described in the Finding of No Significant Impact.

**Agencies/Organizations  
Comments**

Doc. No	Agency/ Organization	Location	Topic	Comment No.	Comment	Response
A-022	Meredith College Facilities Director	Hillsborough- Wade	Right of way	11	Additionally, the loss of the property on the SW side of the Barn/Grounds Shop in One Flyover and the Slight Detour Scenarios is significant in that is where we have a nursery to grow shrubs and trees for campus use. These scenarios also eliminate the parking areas for Grounds staff and result in having to clear other valuable timber lands to provide adequate parking for staff parking.	NCDOT has been working with Meredith College and the City of Raleigh on options for replacing/relocating the Reedy Creek Greenway. An updated preliminary design for the Reedy Creek Greenway is described in the Finding of No Significant Impact.
A-022	Meredith College Facilities Director	Hillsborough- Wade	Construction	12	9) Lastly, I am also greatly concerned about the disruption to campus operations and student life during the construction phases of this project which I understand is estimated to be four years. At a minimum, the requirement would be to have a 7 ft. or higher fence that could not be scaled erected between the construction area or right away areas and the campus itself for the linear length of the project area to protect people from entering the campus and to provide protection and security for our students.	Construction of the entire project is anticipated to take 4-5 years. Construction activities adjacent to Meredith College would only take a portion of this time. During construction, the construction area would be fenced off and any construction-related access needed through the Meredith College campus would not occur without the permission of and coordination with Meredith College. NCDOT will work with Meredith College during construction to address security concerns.
A-022	Meredith College Facilities Director	Hillsborough- Wade	Noise, Construction	13	Of equal concern is my understanding that the State is not required to provide any kind of noise abatement during the construction of the project. The noise and lighting required of safe highway construction at anytime, but especially during the non-peak hours of 10 a.m. - 6 a.m., which is when the bulk of this project would be done as I understand it, would definitely be a detriment to living conditions on Meredith campus and a great concern of many of our students especially those living closest to the construction areas on the West and SW side of campus. I would respectfully ask that the State provide the security fence, re-consider noise abatement measures and work closely with the Meredith operations team to minimize the impact on Meredith during the construction phase. Sharing information on the project on a 2x per month basis as construction begins and the provision of a solid means of interacting with the State's project team and/or contractor in charge of this project to provide feedback on the impacts on the campus that could not be foreseen seems like a reasonable request under these circumstances.	See responses to Hillsborough-Wade Common Comments #7 and #11 regarding noise. During construction, the NCDOT Roadway Lighting Squad is available to come on site to collect ground level foot-candle measurements prior to and during construction for comparison and provide this information to Meredith College. Balloon light towers or LED light towers can be considered as an alternative to the traditional metal halide construction light tower.
A-023	Capital Area Metropolitan Planning Organization (CAMPO)	General	Other	1	The Capital Area MPO supports the widening of I-440 as identified for Project U-2719; which has been included in the currently adopted 2040 MTP and previous MTPs.	Comment acknowledged.
A-023	Capital Area Metropolitan Planning Organization (CAMPO)	Hillsborough- Wade	Design	2	The Capital Area MPO encourages NCDOT to proceed with the Avoidance and Minimization Process for the project to lessen the project's impact on properties through the area. The inclusion of the Hillsborough Street interchange continues to demonstrate functional mobility benefits for the region's transportation network. If any changes to the proposed interchange are developed, they should be analyzed and potential impacts should be thoroughly reviewed.	CAMPO's support for retaining the interchange at Hillsborough Street is acknowledged.



A-001

STATE OF NORTH CAROLINA  
DEPARTMENT OF ADMINISTRATION

ROY COOPER  
GOVERNOR

MACHELLE SANDERS  
SECRETARY

August 14, 2017

Mr. John Williams  
North Carolina Department of Transportation  
Project Development and Environmental Analysis  
1548 Mail Service Center  
Raleigh, North Carolina 27699-1548

**Re: SCH File # 18-E-4220-0007; Proposed project is for the I-440 Improvement Project from south of Walnut Street in Cary to east of Wade Avenue in Raleigh. STIP U-2719**

Dear Mr. Williams:

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are comments made by the agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,  
*Crystal Best*  
Crystal Best  
State Environmental Review Clearinghouse

Attachments  
cc: Region J

Mailing Address:  
NC DEPARTMENT OF ADMINISTRATION  
1301 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1301

Telephone: (919) 807-2425  
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Email: [state.clearinghouse@doa.nc.gov](mailto:state.clearinghouse@doa.nc.gov)  
Website: [www.ncadmin.nc.gov](http://www.ncadmin.nc.gov)

Location:  
116 WEST JONES STREET  
RALEIGH, NORTH CAROLINA



A-002

ROY COOPER  
Governor  
MICHAEL S. REGAN  
Secretary

MEMORANDUM

To: Crystal Best  
State Clearinghouse Coordinator  
Department of Administration

From: Lyn Hardison *LH*  
Division of Environmental Assistance and Customer Service  
Environmental Assistance and Project Review Coordinator  
Washington Regional Office

RE: 18-0007 (13-0042)  
Environmental Assessment – Proposed project is for the I-440 Improvement Project from south of Walnut Street in Cary to east of Wade Avenue in Raleigh. STIP U-2719  
Wake County

Date: August 10, 2017

The Department of Environmental Quality has reviewed the proposal for the referenced project. Based on the information provided, several of our agencies have identified permits that may be required and offered some guidance. The comments are attached for the applicant's review.

1 The Department encourages the applicant to continue to work with our agencies during the NEPA Merger Process and as this project moves forward.

Thank you for the opportunity to respond.

Attachments

State of North Carolina | Environmental Quality  
217 West Jones Street | 1601 Mail Service Center | Raleigh, North Carolina 27699-1601  
Washington Regional Office | 943 Washington Square Mall | Washington, North Carolina 27889



## North Carolina Wildlife Resources Commission

Gordon Myers, Executive Director

### MEMORANDUM

TO: Lyn Hardison, Environmental Assistance Coordinator  
Division of Environmental Assistance and Outreach, DENR

FROM: Travis Wilson, Highway Project Coordinator  
Habitat Conservation Program

DATE: July 24, 2017

SUBJECT: North Carolina Department of Transportation (NCDOT) Environmental Assessment (EA) for the proposed improvements to I-440 from Walnut Street to Wade Avenue, Wake County, North Carolina. TIP No. U-2719, SCH Project No. 18-0007

Staff biologists with the N. C. Wildlife Resources Commission have reviewed the subject EA and are familiar with habitat values in the project area. The purpose of this review was to assess project impacts to fish and wildlife resources. 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).

NCDOT is proposing to improve I-440 from south of Walnut street in Cary to east of Wade Avenue in Raleigh. This project is being planned under the NEPA/Section 404 Merger 01 process. WRC is represented in this process and comments provided in conjunction with this process have been documented. At this time, we do not have any additional concerns. Thank you for the opportunity to comment on this EA. If we can be of any further assistance please call me at (919) 707-0370.

Mailing Address: Habitat Conservation • 1721 Mail Service Center • Raleigh, NC 27699-1721  
Telephone: (919) 707-0220 • Fax: (919) 707-0028



ROY COOPER  
Commissioner

MICHAEL S. REGAN  
Deputy Commissioner

S. JAY ZIMMERMAN  
Assistant Commissioner

July 21, 2017

### MEMORANDUM

TO: Lyn Hardison, Environmental Assistance & SEPA Coordinator, NC Dept Environmental Quality

FROM: Rob Ridings, NC Division Water Resources, Transportation Permitting Branch

SUBJECT: Comments on the Environmental Assessment related to proposed I-440 & US 1 Widening from SR 1313 to SR 1728, Raleigh, Wake County, Federal Aid Project No. IMSNHS-0440(10), State Project No.35869.1.2, TIP No U-2719, State Clearinghouse Project No. 18-0007.

This office has reviewed the referenced document received July 13, 2017. The NC Division of Water Resources (NCDWR) 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, and other surface waters. The NCDWR offers the following comments based on review of the aforementioned document:

#### Project Specific Comments: (if applicable)

1. This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, the NCDWR will continue to work with the team.
2. House Creek, Bushy Branch, Simmons Branch, Lynn Branch and UT Silver Lake are class NSW (Nutrient Sensitive) waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these streams and their tributaries. Additionally, to meet the requirements of NCDOT's NPDES permit NCS0000250 the NCDWR requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual.
3. Walnut Creek, Lake Johnson, Rocky Branch and their tributaries are class NSW; 303(d) impaired waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that the most protective sediment and erosion control BMPs be implemented in accordance with *Design Standards in Sensitive Watersheds* (15A NCAC 04B .0124) to reduce the risk of further impairment to these waters. Additionally, to meet the requirements of NCDOT's NPDES permit NCS0000250, the NCDWR requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual.

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1617 Mail Service Center | Raleigh, North Carolina 27699-1617

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 .02B .0295. 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, coordinated with the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification. 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, coordinated with the North Carolina Division of Mitigation Services, must be provided to the NCDWR prior to approval of the Water Quality Certification.

General Comments:

5. The environmental documents and permit applications should 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 mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
6. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. To meet the requirements of NCDOT's NPDES permit NCS0000250 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 the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual, which includes BMP's such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
7. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT 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 shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available to assist with wetland mitigation.
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 stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available to assist with stream mitigation.
9. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland, buffer, and stream impacts with corresponding mapping.
10. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDOT 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.
11. 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 Resources Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
12. The NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the

12. 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.
13. Where streams must be crossed, the NCDWR 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, the NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.
14. Whenever possible, the NCDWR 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 shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
15. Sediment and erosion control measures should not be placed in wetlands or streams.
16. 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.
17. 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.
18. Based on the information presented in the document, the magnitude of impacts to wetlands and streams will require an 404 Permit 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 NCDWR. 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.
19. 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.
20. 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.
21. Unless otherwise authorized, placement of culverts and other structures in waters and streams 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 downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.

A-004

- 22 22. 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, floodplain benches, and/or sills may be required 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.
- 23 23. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3883/Nationwide Permit No. 6 for Survey Activities.
- 24 24. 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.
- 25 25. 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 the 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.
- 26 26. 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.
- 27 27. 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 shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
- 28 28. 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 should be properly designed, sized and installed.
- 29 29. 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 NCDWR appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact Rob Ridings at 919-707-8786.

A-005



ROY COOPER  
LA 100007  
 MICHAEL S. REGAN  
PA 100007  
 MICHAEL SCOTT  
SD 100007

July 21, 2017

To: Michael Scott, Director  
Division of Waste Management

From: Bill Hunneke, Eastern Region Compliance Supervisor,  
Compliance Branch, Hazardous Waste Section

Subject: Hazardous Waste Section Comments on the Environmental Assessment for the Proposed I 440 Improvement Project from south of Walnut Street in Cary to east of Wade Avenue in Raleigh. (STIP U 2719 - Wake County)  
Project Number: 18-0007

The Hazardous Waste Section (HWS) has reviewed the Environmental Assessment for the Proposed I 440 Improvement Project from south of Walnut Street in Cary to east of Wade Avenue in Raleigh. (STIP U 2719 - Wake County)

1

Any hazardous waste generated from the demolition, construction, operation, maintenance, and/or remediation (e.g. excavated soil) from the proposed project must be managed in accordance with the North Carolina Hazardous Waste Rules. The demolition, construction, operation, maintenance, and remediation activities conducted will most likely generate a solid waste, and a determination must be made whether it is a hazardous waste. If a project site generates more than 220 pounds of hazardous waste in a calendar month, the HWS must be notified, and the site must comply with the small quantity generator requirements. If a project site generates more than 2200 pounds of hazardous waste in a calendar month, the HWS must be notified, and the facility must comply with the large quantity generator requirements.

Should any questions arise, please contact me at 252-364-8977.

Kind regards,

William Hunneke  
Eastern Region Compliance Supervisor





ROY COOPER  
MICHAEL S. REGAN  
MICHAEL SCOTT

Date: July 24, 2017  
To: Michael Scott, Director  
Division of Waste Management  
Through: Qu Qi, LG  
Inactive Hazardous Sites Branch – Central Unit  
From: Katie Tatum  
Inactive Hazardous Sites Branch  
Subject: NEPA Project #18-0007, NC Department of Transportation, Wake County, North Carolina

The Superfund Section has reviewed the proximity of sites under its jurisdiction to the NC Department of Transportation project. The proposed project is for the I-440 improvements from south of Wainut St in Cary to east of Wade Ave in Raleigh.

Five sites were identified within one mile of the project as shown on the attached map and in the table below. The Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater. Superfund Section files can be viewed at: <http://deq.nc.gov/waste-management-laserfiche>

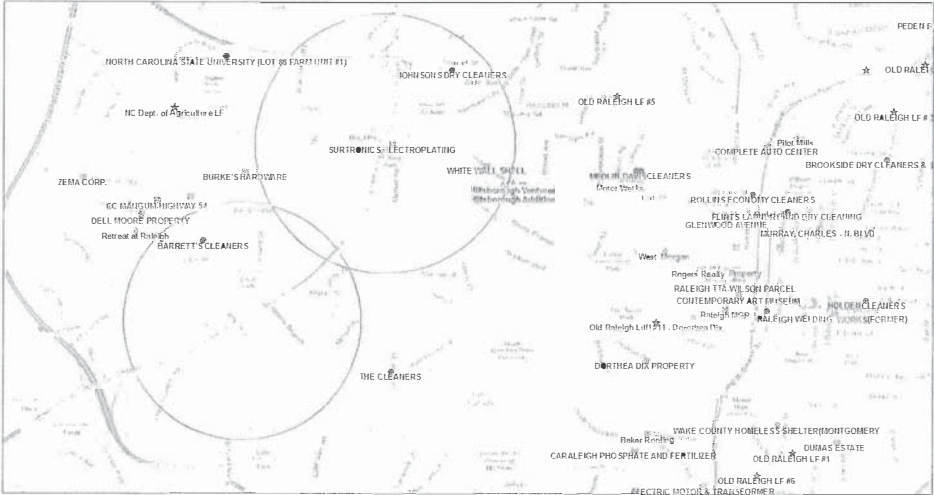
1

Please contact Qu Qi at 919.707.8213 if you have any questions.

ID #	Site Name	Status
NONCD0002947	Surtronics Electroplating	Open site on the Inactive Hazardous Sites Inventory
NONCD0002715	White Wall Shell	Open site on the Inactive Hazardous Sites Inventory
DC920035	Barrett's Cleaners	Site on the Dry-Cleaning Solvents Cleanup Act Sites Inventory
DC920008	Johnsons Dry Cleaners	Site on the Dry-Cleaning Solvents Cleanup Act Sites Inventory
12032-08-92	NC Equipment II	Recorded Brownfields Agreement

State of North Carolina | Environmental Quality | Waste Management  
1646 Mail Service Center | 217 West Jones Street | Raleigh, NC 27699-1646  
919 707 8200 Telephone

### Superfund Section SEPA Review



July 24, 2017  
Legend:  
Brownfields Sites  
Federal Remediation Branch Sites  
Pre-Regulatory Landfill Sites  
Dry-Cleaning Solvent Cleanup Act Sites  
Inactive Hazardous Sites  
SEPA\_AGOL - All Sites  
Scale: 0 0.5 1 1.4 miles / 0 0.5 1 2 kilometers  
Source: Env. HERC, DEHEMA, Hatching, Geomatrix, FPG, GESC, USGS, FAD, NPS, NIGAN, GeoBase, GSI, NCEM, NCEM, DM, Survey, East, Japan, MITI, East China Group, King, Singapore, Malaysia, and Vietnam for map data and the GSI  
Map Available on Google Earth  
City of Raleigh, Town of Cary, Johnston County, State of North Carolina, DOT, Env. HERC, Geomatrix, INTERSTATE, HATCHING, METRASA, EPA, 1984

A-007



ROY COOPER  
MICHAEL S. REGAN  
MICHAEL SCOTT

MEMORANDUM

TO: Michael Scott, Division Director through Sharon Brinkley

FROM: Drew Hammond, Eastern District Supervisor - Solid Waste Section

DATE: July 17, 2017

SUBJECT: Review: Project #18-0007- Wake County (Environmental Assessment - Proposed project is for NCDOT I-440 Improvement. From South Walnut Street in Cary to east of Wade Avenue in Raleigh)

The Division of Waste Management, Solid Waste Section (Section) has reviewed the environmental assessment documents submitted by the NCDOT for the proposed I-440 improvements from Cary to Raleigh in Wake County, NC. Based on the information provided, the Section does not see an adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project.

1

During the land clearing, demolition and construction for this project, the NCDOT and/or its contractors should make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility permitted by the Division. The Section strongly recommends that the NCDOT require all contractors to provide proof of proper disposal for all generated waste to permitted facilities.

2

Permitted solid waste management facilities are listed on the Division of Waste Management, Solid Waste Section portal site at: <https://deq.nc.gov/about/divisions/waste-management/waste-management-rj/cg-data/solid-waste-management-annual-reports/solid-waste-permitted-facility-list>

Questions regarding solid waste management for this project should be directed to Ms. Elizabeth Patterson, Environmental Senior Specialist, Solid Waste Section, at (910)433-3353.

cc: Elizabeth Patterson, Environmental Senior Specialist

A-008

State of North Carolina Department of Environmental Quality  
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: RALEIGH  
Project Number: 18-0007 Due Date: 8/4/17  
County: WAKE

After review of this project it has been determined that the DEQ 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 these 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, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)
<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 begins 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 groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply 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
1	<input checked="" type="checkbox"/> Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input 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	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)
2	<input checked="" 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 are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. 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"/>	Sedimentation and erosion control must be addressed in accordance with _____ Local Government'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.		Based on Local Program
<input type="checkbox"/>	Compliance with 15A NCAC 2H .0126 - NPDES Stormwater Program which regulates three types of activities: Industrial, Municipal Separate Storm Sewer System & Construction activities that disturb 21 acre.		30-60 days (90 days)
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 - State Stormwater Permitting Programs regulate site development and post-construction stormwater runoff control. Areas subject to these permit programs include all 20 coastal counties, and various other counties and watersheds throughout the state.		45 days (90 days)

State of North Carolina Department of Environmental Quality  
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: RALEIGH  
Project Number: 18-0007 Due Date: 8/4/17  
County: WAKE

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond file with DEQ bond amount varies with type mine and number of acres of affected land. Affected area 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"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to prepare plans, inspect construction, and certify construction is according to DEQ approved plans. May also require a 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 processing fee based on a percentage or the total project cost will be required upon completion.	30 days (60 days)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with DEQ running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	10 days (N/A)
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with DEQ 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 fee 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	Compliance with the T15A 02H .0500 Certifications are required whenever construction or operation of facilities will result in a discharge into navigable water as described in 33 CFR part 323.	60 days (130 days)
<input checked="" type="checkbox"/>	Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: <a href="http://dep.nc.gov/about/divisions/water-resources/catawba-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program">http://dep.nc.gov/about/divisions/water-resources/catawba-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program</a>		
<input type="checkbox"/>	Nutrient Offset: Loading requirements for nitrogen and phosphorus in the Neuse and Tar-Pamlico River basins, and in the Jordan and Falls Lake watersheds, as part of the nutrient-management strategies in these areas. DWR nutrient offset information: <a href="http://dep.nc.gov/about/divisions/water-resources/planning/riparian-buffers/management/nutrient-offset-information">http://dep.nc.gov/about/divisions/water-resources/planning/riparian-buffers/management/nutrient-offset-information</a>		
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 - \$475.00 fee must accompany application	75 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$100.00 fee must accompany application	22 days (25 days)
<input checked="" type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A, Subchapter 2C.0100.		
<input checked="" type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input checked="" type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mall Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input checked="" type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mall Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of the _____ water system must be approved through the _____ delegated plan approval authority. Please contact them at _____ for further information.		

State of North Carolina Department of Environmental Quality  
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: RALEIGH  
Project Number: 18-0007 Due Date: 8/4/17  
County: WAKE

Other Comments (attach additional pages as necessary, being certain to comment authority)

Division	Initials	No comment	Comments	Date Review
DAQ	DDM	<input type="checkbox"/>		7/21/17
DWR-WQROS (Aquifer & Surface)	&RB	<input type="checkbox"/>	Please refer to Rob Ridings comments &	/ / 7/27/17
DWR-PWS	WAH	<input type="checkbox"/>	See last two checked boxes	7/20/17
DEMLR (LQ & SW)	CDA	<input type="checkbox"/>		7/14/17
DWM - UST	MRP	<input type="checkbox"/>		8/2/17
Other Comments		<input type="checkbox"/>		/ /

REGIONAL OFFICES

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

- |                                     |  |                          |  |                          |   |
|-------------------------------------|--|--------------------------|--|--------------------------|---|
| <input type="checkbox"/>            | <b>Asheville Regional Office</b><br>2090 U.S. 70 Highway<br>Swannanoa, NC 28778-8211<br>Phone: 828-296-4500<br>Fax: 828-299-7043 | <input type="checkbox"/> | <b>Fayetteville Regional Office</b><br>225 Green Street, Suite 714,<br>Fayetteville, NC 28301-5043<br>Phone: 910-433-3300<br>Fax: 910-486-0707 | <input type="checkbox"/> | <b>Mooreville Regional Office</b><br>610 East Center Avenue, Suite 301,<br>Mooreville, NC 28115<br>Phone: 704-663-1699<br>Fax: 704-663-6040 |
| <input checked="" type="checkbox"/> | <b>Raleigh Regional Office</b><br>3800 Barrett Drive,<br>Raleigh, NC 27609<br>Phone: 919-791-4200<br>Fax: 919-571-4718           | <input type="checkbox"/> | <b>Washington Regional Office</b><br>943 Washington Square Mall,<br>Washington, NC 27889<br>Phone: 252-946-6481<br>Fax: 252-975-3716           | <input type="checkbox"/> | <b>Wilmington Regional Office</b><br>127 Cardinal Drive Ext.,<br>Wilmington, NC 28405<br>Phone: 910-796-7215<br>Fax: 910-350-2004           |
| <input type="checkbox"/>            |  | <input type="checkbox"/> | <b>Winston-Salem Regional Office</b><br>450 Hanes Mill Road, Suite 300,<br>Winston-Salem, NC 27105<br>Phone: 336-776-9800<br>Fax: 336-776-9797 |                          |   |

A-009

NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW

*Scott Walston*

COUNTY: WAKE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 18-E-4220-0007  
DATE RECEIVED: 07/11/2017  
AGENCY RESPONSE: 08/07/2017  
REVIEW CLOSED: 08/10/2017

MS CARRIE ATKINSON  
CLEARINGHOUSE COORDINATOR  
DEPT OF TRANSPORTATION  
STATEWIDE PLANNING - MSC #1554  
RALEIGH NC

REVIEW DISTRIBUTION

DEPT OF AGRICULTURE  
DEPT OF ENVIRONMENTAL QUALITY  
DEPT OF NATURAL & CULTURAL RESOURCE  
DEPT OF TRANSPORTATION  
DNCR - NATURAL HERITAGE PROGRAM  
DOA - COMMISSION OF INDIAN AFFAIRS  
DPS - DIV OF EMERGENCY MANAGEMENT  
TRIANGLE J COG

PROJECT INFORMATION

APPLICANT: NC Department of Transportation  
TYPE: National Environmental Policy Act  
Environmental Assessment

DESC: Proposed project is for the I-440 Improvement Project from south of Walnut Street  
in Cary to east of Wade Avenue in Raleigh. STIP U-2719

CROSS-REFERENCE NUMBER: 13-E-4220-0042

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.



1 AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:  NO COMMENT  COMMENTS ATTACHED

SIGNED BY:

*Rupal*

DATE:

07/20/17

RECEIVED  
Secretary's

AUG 01 2017

Office  
DOA

NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW

A-010

COUNTY: WAKE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 18-E-4220-0007  
DATE RECEIVED: 07/11/2017  
AGENCY RESPONSE: 08/07/2017  
REVIEW CLOSED: 08/10/2017

MR RODNEY BUTLER  
CLEARINGHOUSE COORDINATOR  
DNCR - NATURAL HERITAGE PROGRAM  
1651 MAIL SERVICE CENTER  
RALEIGH NC

REVIEW DISTRIBUTION

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DEPT OF ENVIRONMENTAL QUALITY  
DEPT OF NATURAL & CULTURAL RESOURCE  
DEPT OF TRANSPORTATION  
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1 AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:  NO COMMENT  COMMENTS ATTACHED

SIGNED BY:

*Suzanne Mason (DNCR/NHP)*

DATE:

2017-07-19

NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW

A-011

COUNTY: WAKE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 18-E-4220-0007  
DATE RECEIVED: 07/11/2017  
AGENCY RESPONSE: 08/07/2017  
REVIEW CLOSED: 08/10/2017

MR GREG RICHARDSON  
CLEARINGHOUSE COORDINATOR  
DOA - COMMISSION OF INDIAN AFFAIRS  
1317 MAIL SERVICE CENTER  
RALEIGH NC

REVIEW DISTRIBUTION

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1 AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:  NO COMMENT  COMMENTS ATTACHED

SIGNED BY: *Gregory de F. Richardson* DATE: \_\_\_\_\_

RECEIVED  
Secretary's  
JUL 24 2017  
Office  
DOA

A-012

NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW

JUL 13 2017

COUNTY: WAKE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 18-E-4220-0007  
DATE RECEIVED: 07/11/2017  
AGENCY RESPONSE: 08/07/2017  
REVIEW CLOSED: 08/10/2017

MS CINDY WILLIAMS  
CLEARINGHOUSE COORDINATOR  
DPS - DIV OF EMERGENCY MANAGEMENT  
FLOODPLAIN MANAGEMENT PROGRAM  
4218 MAIL SERVICE CENTER  
RALEIGH NC

REVIEW DISTRIBUTION

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DEPT OF TRANSPORTATION  
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If additional review time is needed, please contact this office at (919)807-2425.

1 AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:  NO COMMENT  COMMENTS ATTACHED

SIGNED BY: *John D. Burkholder* DATE: 17 July 2017

RECEIVED  
Secretary's  
JUL 21 2017  
Office  
DOA



**UNITED STATES DEPARTMENT OF COMMERCE** A-013  
 National Oceanic and Atmospheric Administration  
**NATIONAL MARINE FISHERIES SERVICE**  
 Southeast Regional Office  
 263 13th Avenue South  
 St. Petersburg, Florida 33701-5505  
<http://sero.nmfs.noaa.gov>

(Sent via Electronic Mail)

July 26, 2017

Colonel Kevin P. Landers, Sr., Commander  
 USACE Wilmington District  
 69 Darlington Avenue  
 Wilmington, North Carolina 28403-1398

Dear Colonel Landers:

**1** NOAA's National Marine Fisheries Service (NMFS) reviewed the project described in the public notice listed below. Based on the information in the public notice, the proposed project would **NOT** occur in the vicinity of essential fish habitat (EFH) designated by the South Atlantic Fishery Management Council, Mid-Atlantic Fishery Management Council, or the NMFS. Present staffing levels preclude further analysis of the proposed work and no further action is planned. This position is neither supportive of nor in opposition to authorization of the proposed work.

Notice No.	Applicant(s)	Notice Date	Comment Due Date
SAW-2012-01414	NCDOT, I-440 Improvements STIP U-2719	July 13, 2017	August 14, 2017

**2** Please note these comments do not satisfy consultation responsibilities under section 7 of the Endangered Species Act of 1973, as amended. If an activity "may effect" listed species or critical habitat under the purview of the NMFS, please initiate consultation with the Protected Resources Division at the letterhead address.

Sincerely,

Pace Wilber for

Virginia M. Fay  
 Assistant Regional Administrator  
 Habitat Conservation Division



A-014

**From:** Jordan, Gary <gary\_jordan@fws.gov>  
**Sent:** Thursday, July 20, 2017 1:45 PM  
**To:** Alsmeyer, Eric C CIV USARMY CESAW (US)  
**Subject:** [Non-DoD Source] SAW-2012-01414; U-2719

Eric,

**1** I have no comments on the PN for U-2719.

**Gary Jordan**  
 Fish and Wildlife Biologist, Liaison to NCDOT  
 US Fish and Wildlife Service  
 P.O. Box 33726  
 Raleigh, NC 27636-3726

Phone: 919-856-4520 x.32  
 Fax: 919-856-4556  
 Email: [gary\\_jordan@fws.gov](mailto:gary_jordan@fws.gov)

*NOTE: This email correspondence and any attachments to and from this sender are subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.*

A-015

**From:** Lydia Cleveland  
**To:** [Gurak, Jill S](mailto:Gurak_Jill_S)  
**Cc:** [Williams, John L](mailto:Williams_John_L); [Wilson, Diane](mailto:Wilson_Diane)  
**Subject:** RE: 1-440 comments/question regarding NCMA  
**Date:** Tuesday, August 22, 2017 1:38:19 PM

---

Thank you for confirming the timeline.

Lydia

---

**From:** Gurak, Jill S [mailto:[Jill.Gurak@atkinsglobal.com](mailto:Jill.Gurak@atkinsglobal.com)]  
**Sent:** Tuesday, August 22, 2017 1:37 PM  
**To:** Lydia Cleveland <[LCleveland@ncartmuseum.org](mailto:LCleveland@ncartmuseum.org)>  
**Cc:** Williams, John L <[jlwilliams@ncdot.gov](mailto:jlwilliams@ncdot.gov)>; Wilson, Diane <[pdwilson1@ncdot.gov](mailto:pdwilson1@ncdot.gov)>  
**Subject:** RE: 1-440 comments/question regarding NCMA

Lydia,

The public comment period closes on September 8. We review every comment and are constructing a database of comments that will be included in the final environmental document (expected to be completed in November).

However, before November, we can share with you all the comments received related to the NCMA shortly after the public comment period closes.

**Jill Gurak, PE, AICP**  
Director, National Planning Practice

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1616 East Millbrook Rd, Ste 160, Raleigh, NC, 27615 | Tel: +1 (919) 431-5298 | Fax: +1 (919) 876 6848 | Cell: +1 (919) 609 0186 |

Email: [jill.gurak@atkinsglobal.com](mailto:jill.gurak@atkinsglobal.com) | Web: [www.atkinsglobal.com/northamerica](http://www.atkinsglobal.com/northamerica), [www.atkinsglobal.com](http://www.atkinsglobal.com)

Twitter: [www.twitter.com/atkinsglobal](http://www.twitter.com/atkinsglobal) | Facebook: [www.facebook.com/atkinsglobal](http://www.facebook.com/atkinsglobal)

LinkedIn: [www.linkedin.com/company/atkins](http://www.linkedin.com/company/atkins) | YouTube: [www.youtube.com/wsatkinsplc](http://www.youtube.com/wsatkinsplc)

---

**From:** Lydia Cleveland [mailto:[LCleveland@ncartmuseum.org](mailto:LCleveland@ncartmuseum.org)]  
**Sent:** Tuesday, August 22, 2017 1:06 PM  
**To:** Gurak, Jill S <[Jill.Gurak@atkinsglobal.com](mailto:Jill.Gurak@atkinsglobal.com)>  
**Subject:** 1-440 comments/question regarding NCMA

Jill,

1 At what point will you be able to provide us a list of comments/questions that the public had regarding the impacts to NCMA?

In addition, what format will these be presented?

A-015

Thank you,

Lydia Cleveland  
Administrative Coordinator  
North Carolina Museum of Art  
919-664-6742  
[www.ncartmuseum.org](http://www.ncartmuseum.org)  
[@ncartmuseum](mailto:@ncartmuseum)

Street Address | 2110 Blue Ridge Road, Raleigh, NC 27607  
Mailing Address | 4630 Mail Service Center, Raleigh, NC 27699

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On view:

[You + Me](#) Through September 3, 2017 (free)

[Looking South: Photographs by Eudora Welty](#) Through September 3, 2017 (free)

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Consider the environment. Please don't print this e-mail unless you really need to.

**Whereas**

NC State University has for some time advanced Western Boulevard as its primary gateway to campus, NC State University has worked with the City of Raleigh to refashion Hillsborough Street as a pedestrian and alternative transport-friendly corridor,

NC State University's College of Veterinary Medicine is easily accessible from Wade Avenue via its Blue Ridge Road entrance,

Encroachment on NC State University property west of I-440 at Hillsborough Street significantly threatens facilities owned, recently upgraded, and appreciably expanded by the NC State University Club,

NC State University's Foundation holds the lien for a considerable portion of upgrade costs that would be affected by destruction of NC State University Club facilities recently upgraded and expanded,

Proximity of the I-440/Hillsborough Street interchange to both Wade Avenue and Western Boulevard interchanges creates need for elaborate access ramps that force this state property encroachment,

**Be it resolved,**

- 1 That the North Carolina State University Faculty Senate appeals to North Carolina Department of Transportation planners to eliminate the Hillsborough Street interchange with I-440 and requests that University real estate office administrators advocate for this resolution to an otherwise deplorable diminution of aesthetic and recreational value for faculty, alumni and families who have built the (Faculty) University Club as an institution since the 1960s.

Submitted for Faculty Senate first reading at its 22 August 2017 meeting

By Dr. Gary B. Blank



**NC STATE UNIVERSITY CLUB**

August 11, 2017

Diane Wilson  
Environmental Analysis Unit  
1598 Mall Service Center  
Raleigh, NC 27699-1598

Ms. Wilson,

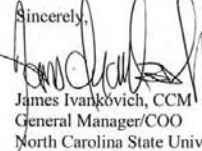
I am the newly hired General Manager and Chief Operating Officer for the North Carolina State University Club. I attended the last public meeting and reviewed the proposed designs for the I-440 Improvement Project. As the plans are laid out now, this project as presented would eliminate the ability of the Club to exist.

The Club has four main amenities which serve the greater Raleigh community, and the faculty, staff, and alumni of the University. As currently drawn, this plan would render three of these main amenities unusable as the land take would eliminate the 9-court tennis facility and three holes of the current golf course. The proximity to the pool would also jeopardize this amenity. The totality of the parking lot would be removed under this plan, which would in turn render the food and beverage, banquet operations, and fitness center non-accessible.

- 1 Even if a redesign of the current property were possible with 19 less acres to utilize, the ability for the Club to attract new members would be severely threatened. Club members and their guests join and visit the Club to relax in a safe, quiet environment with green space to enjoy. Removing the wooded buffer which we have now and not planning for a noise barrier will make potential members think twice about belonging to the Club, which would substantially undermine the financial stability of our organization. This does not take into consideration current members who are leaving the Club now based on what they see this project is going to do to the Club.

The North Carolina State University Club has been in its current location since 1960 and currently serves 3,200 members. We derive approximately \$268,000 annually in tax revenue. We employ 110 staff members that make up our annual payroll budget of \$1.2 million. The overall impact on our business, its staff, membership, and greater community who have utilized the Club over the past fifty years would be detrimental to our existence.

- 2 Please consider making meaningful revisions to the current plans that can encompass the growth and safety this project is designed to accomplish, without the detrimental impact on long established businesses such as ours. I look forward to reviewing revised plan options along the Hillsborough Street - Wade Avenue portion of the project which affects our Club.

Sincerely,  
  
James Ivankovich, CCM  
General Manager/COO  
North Carolina State University Club

PO Box 33067  
Raleigh, NC 27636

[www.ncsuclub.com](http://www.ncsuclub.com)

919.828.0308 (phone)  
919.834.2977 (fax)





# HILLSBOROUGH STREET COMMUNITY SERVICE CORPORATION

HSCSC supports the following regarding the I-440 Improvement Project (U-2719)

**Overall:**

- 1 • We strongly encourage further study and community engagement to develop a plan that balances the need to accommodate automobile traffic with minimizing adverse impacts to adjoining property owners, institutions and communities.
- 2 • We encourage the DOT to adopt values that include preservation of open space, sustainability, and best practices in storm water management.

**Hillsborough Street / Wade Avenue Interchanges**

- 3 • The alternatives look the same as what was shared us over two years ago when we gave comments about the impact on the surrounding properties. We would encourage looking at further study on these areas but if these are the only plans to choose from, HSCSC prefers the "One Flyover" alternative.
  - HSCSC supports enhancements to improve safe pedestrian and bicycle use.
- 4 • HSCSC supports installation of the multi-use path on both sides of Hillsborough St. with connection of the multi-use paths to Blue Ridge Road and Faircloth/Gorman Street in coordination with the City of Raleigh, Meredith College and NC State University.

**Hillsborough Street**

- 5 • HSCSC strongly encourages:
  - Further study for the pedestrian crossings at the on- and off-ramps on the east side of Hillsborough Street to ensure safe and convenient crossings for pedestrians and bicycles.
  - Ample but sensitive, dark sky compliant lighting for pedestrian safety.
  - Public art where possible within the interchange envelope. Public art should be curated by an art selection panel of qualified experts.
- 7 • Align aesthetic treatments of the interchange with the Hillsborough Street Streetscape Plan.
  - Installation of a Hillsborough St. welcoming gateway monuments at the area of the exits designed by recognized artists, architects or designers (samples included below).

As the following components of the project impact our transit system and connectivity we also support the following:

**Western Boulevard Interchange**


- 8 • HSCSC supports enhancements to improve safe pedestrian and bicycle use.
- 9 • HSCSC supports modifications that optimize the interchange for BRT.


**Ligon Street**

- 10 • HSCSC does not support the "One-Lane Traffic Culvert" alternative.
- HSCSC supports enhancements to improve safe pedestrian and bicycle use.
- 11 • HSCSC supports studying an alignment that remains within the existing R/W and does not adversely affect neighboring properties.

We look forward to your presentation to our Board on September 21st, and we anticipate the possibility that we may have additional feedback following that conversation.

Sincerely,

  
Joe Whitehouse  
President of the Board

  
Michael Stevenson  
Chair, HSCSC Parking & Transportation Committee

**Board of Directors**

Joe Whitehouse  
President  
Property Management

Greg Brown  
Vice President  
Merchant

Tyler Craft  
Treasurer  
Property Owner

Kristie Nystedt  
Secretary  
Merchant

Dan Adams  
NCSU

Marcell Adams-David  
City of Raleigh

Jeff Bandini  
NCSU

Todd Chriscoe  
Merchant

Kay Crowder  
City of Raleigh

Arthur Gordon  
Merchant

Logan Graham  
Student Government

Matt Lilley  
Other Institution

Adriane Karlinski  
Property Owner

Bob Mosher  
Resident

TBD  
Arts & Culture

Eric Scholz  
Resident

Ted Van Dyk  
Property Owner

Jeff Murison  
Executive Director  
jeff@hillsboroughstreet.org

Sample gateway monument images:





**The Mission:** To coordinate public and private investment connecting the major institutional assets of the Blue Ridge Corridor with complete streets infrastructure and mixed-use developments, focused on creating jobs, a pedestrian-friendly environment, increased property value, and an inclusive vibrant destination.

**Board of Directors**

September 7, 2017

Stuart Levin  
President  
Resident

Dear NC Department of Transportation:

Chad Lefteris  
Vice President  
Rex Healthcare

The Blue Ridge Corridor Alliance (BRCA) supports the following regarding the I-440 Improvement Project (U-2719).

**Western Boulevard Interchange**

Todd Hancock  
Treasurer  
Resident

- 1 • BRCA supports enhancements to improve safe pedestrian and bicycle use.
- BRCA supports modifications that optimize the interchange for BRT.

**Ligon Street**

Jane Doggett  
Secretary  
Highwoods Properties

- 2 • BRCA strongly prefers the "Bridge to the North" alternative and does not support the "One-Lane Traffic Culvert" alternative.
- BRCA supports enhancements to improve safe pedestrian and bicycle use.

Jeff Bandini  
NC State University

**Hillsborough Street/Wade Avenue Interchanges**

Kelly Calabria  
Capstrat

- 3 • BRCA strongly prefers the "One Flyover" alternative.
- BRCA rejects the "Slight Detour" alternative.
- BRCA supports enhancements to improve safe pedestrian and bicycle use.
- 4 • BRCA supports installation of the multi-use path on **both** sides of Hillsborough St. with connection of the multi-use paths to Blue Ridge Road and Faircloth/Gorman Street in coordination with the City of Raleigh, Meredith College and NC State University.

Dan Gottlieb  
NC Museum of Art

**Specific to Hillsborough St.**

- BRCA strongly encourages:
  - 5 ○ Ample and adequate lighting for public safety.
  - Public art where possible within the interchange envelope.
  - Installation of a Hillsborough St. welcoming gateway monument sign at the area of the exits.
- 6 ○ Align aesthetic treatments of the interchange with the Hillsborough Street Streetscape Plan.

Andrew Wheeler  
North State Bank

Mark Edwards  
NC Dept. of Admin.  
(Ex-Officio)



Tansy Hayward  
City of Raleigh  
(Ex-Officio)

Luke Hoff  
NC DHHS  
(Ex-Officio)

Sincerely,

Sig Hutchinson  
Wake County Commissioner  
(Ex-Officio)

Russ Stephenson  
Raleigh City Council  
(Ex-Officio)

Stuart Levin  
President of the Board

Will Allen  
Chair, BRCA Transportation Committee

Jeff Murison | Executive Director | jeff@brcalliance.org

2416 Hillsborough Street, Raleigh, NC 27607 | (919) 800-0135 | www.brcalliance.org

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Bankruptcy Law

September 7, 2017

*Via Electronic Submission and U.S. Mail*

Mr. Joey Hopkins, PE  
NCDOT  
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jhopkins@ncdot.gov

John L. Williams, PE  
NCDOT  
1548 Mail Service Center  
Raleigh, NC 28699  
jlwilliams@ncdot.gov

**Re: I-440 Improvements; STIP U-2719; Written comments and requests for revisions to the U-2719 design alternatives on behalf of the North Carolina State University Club, Inc.**

Dear Mr. Hopkins and Mr. Williams:

I represent the North Carolina State University Club, Inc. (the "University Club" or "Club") and its members with respect to the Department's proposed improvements to Interstate 440 from south of Walnut Street to north of Wade Avenue in Raleigh, North Carolina (the "I-440 Project"). As you were made aware during the public hearing held on August 8, 2017, the University Club will be severely impacted by the I-440 Project if no revisions are made to the current design alternatives currently under consideration. All three (3) design alternatives will be devastating to the Club and its operations. On behalf of the University Club, I strongly urge you to consider and adopt the design changes requested herein and to do so before this project is awarded to a design-build team.

**History and background of the University Club**

The University Club has been in existence since 1960. Approximately 950 families have memberships with the Club representing approximately 3,000 individual members and over 50,000

distinct users enter its facilities each year. The Club also serves as a public venue for over 900 banquet events annually and operates summer sports camps and track-out camps for Wake County’s year-round schools for nearly 400 children. These camps are open to the public. The Club is not only a valuable community resource, but it also employs 155 individuals with an annual payroll approximating \$1.8 million.

The Club recently undertook a \$7.5 million renovation and addition to its facilities. Consisting of approximately 38,000 square feet, the Club’s facilities include a 150-member dining area with an outdoor patio and fire pit, a “Wolfpack Club” boardroom, a corporate office suite, a fitness area, two pools (one of which is a competition salt water pool), eight (8) tennis courts, a nine-hole par three golf course, and a state-of-the-art short course practice facility used by N.C. State’s golf teams. As part of its renovations, the Club recently added a 16,000 square-foot pavilion building that has a full-service kitchen and bar, a covered patio and viewing area to watch tennis matches, and a full-service pro shop.

**Ownership interests**

1 The University Club operates on land owned by the State of North Carolina located on the west side of I-440 between the I-440/Hillsborough Street and Wade Avenue/I-440 interchanges. The State leases approximately 46 acres of this land to the North Carolina State University Foundation, Inc., which subleases the land along with the improvements to the University Club for \$10 per year. The lease term continues through 2059. Based on this written sublease, the Club owns a leasehold interest in the land and improvements, an ownership interest that requires the payment of just compensation when taken or damaged as a result of the government’s power of eminent domain.

**The I-440 Project and its impact on the University Club**

While the Department is considering three (3) design alternatives for the Hillsborough-Wade interchanges, all three (3) alternatives will have a devastating impact on the University Club. In fact, the proposed design of the Hillsborough Street interchange is the same for each of the three (3) design alternatives, and it is the proposed improvements to the Hillsborough Street interchange that will cause the most harm to the Club. Under the current design alternatives, the right-of-way acquisition and related construction for the Hillsborough-Wade interchanges will result in the loss of the following from the Club’s property:

- Approximately 19 acres of land
- All eight (8) tennis courts and viewing stands
- The entire 300 space parking lot
- The recently added pavilion building that includes the full-service kitchen, covered patio and bar and pro shop
- The NCSU Short Course Practice Facility
- At least 3 holes of the par three course
- The recreational entrance to the main facilities
- Two maintenance buildings and bathroom facilities
- The entire wooded buffer along the north and east sides of the property between the Club and the current location of I-440

- 2 • The “nature park” with picnic shelter and running / hiking trails
- Cont. • The bio retention system used for irrigation of the golf course
- Many large, old growth specimen trees throughout these areas

The remaining amenities will be negatively affected by the new location of I-440. For example, the proposed right-of-way boundary will come within feet from the pools such that members and their guests will be subject to the constant noise and commotion of the highway traffic. The Club is utilizing the entire 46-acre footprint with its existing facilities and has no opportunity to acquire or lease additional surrounding land. Therefore, the Club has hardly any ability to reconfigure its site, and replacing the amenities taken from the right-of-way acquisition will result in the loss of other valuable Club attributes. With these constraints, the proposed right-of-way acquisition will be a devastating, and likely insurmountable, blow to the Club. It is thus imperative that the Department modify the design plans for the I-440 Project in a way that is not currently illustrated by any of the three (3) alternatives.

**Requested design modifications**

The University Club is made up of many intelligent and accomplished members, some of whom are engineers familiar with the current standards for highway design. With their assistance, the Club requests the following revisions to the design plans. These changes can mitigate the damage caused to the Club by this project while maintaining the integrity and safety of the highway system.

Hillsborough Interchange – Loops A and D

- 4 low. Include a Design Exception or Variance for these loops to tighten radiuses (and perhaps grades if necessary) so that the proposed plan more closely matches the existing facility.

Hillsborough Street Signalized Intersections

- 5 The signalized intersections at Hillsborough Street should tie in with 75-degree skew angles instead of the 90-degree ties shown. This change does not create any operational impact and will reduce impacts to Meredith College, NC State, and the University Club.

Wade Avenue Quadrant A – Loop A

- 6 In Wade Avenue Quadrant A, extend the retaining wall under the pedestrian bridge, shift Ramp A to the outside as much as possible, and retain Loop A. This retaining wall that is directly under the pedestrian bridge may need to be structural rather than standard and could be designed with an aesthetic treatment to remain in context with the existing abutment. While this change may slightly increase impacts to the Art Museum property, the impacts would be very unlikely to change from a de minimus determination. By eliminating Loop D on the Meredith College side as noted below, the I-440 Mainline could also be shifted to the east in this area without increasing impacts to Meredith College and make more space available for retaining Loop A. A Design Exception or Variance for tightening Loop A radius should also be considered if necessary.

Back-to-back Loop Ramps

Turning traffic is barrier separated from mainline traffic and removed from influencing the mainline flow. Therefore, a back-to-back loop ramp should be reconsidered. Back-to-back loop ramps is a legitimate method to turn traffic, especially in the context of this project in that Loop B has very low traffic and combined Loop A and Loop B carry a small percentage of the total turning traffic at this interchange. The Environmental Assessment notes the elimination of the back-to-back loop ramps as a “benefit,” but such facilities are designed, built and safely in use all across North Carolina and the United States.

6  
Cont.Wade Avenue Traffic Signal and Relocation of Ramps B and BC

The proposed traffic signal at Wade Avenue turns another ½ mile+/- of Wade Avenue from a free flow facility into a forced flow facility, which increases delay and congestion in all cases. The Environmental Assessment seems to justify this additional delay by directly comparing levels of service for a free flow facility to levels of service for a forced flow facility, which is a misleading apples-to-oranges comparison. The Environmental Assessment also misleadingly notes the addition of the traffic signal on Wade Avenue as an “other notable impact” while in fact it has an “adverse impact” operationally and an “adverse impact” due to the greatly increased impacts on NC State and University Club properties and on House Creek.

Retaining Loop A removes the need to add this additional traffic signal at Wade Avenue. Removing the traffic signal also removes the need for Ramp BA. With this removal, Ramp B and Ramp BC can be shifted into the area currently occupied by Ramp BA, which will reduce impacts to NC State and the University Club property and eliminate the stream relocation on NC State property.

Ramp CDB and Ramp B

7

Ramp CDB should be barrier separated immediately adjacent to the I-440 mainline. Some of the foregoing changes, if implemented, would appear to create adequate weave distance to combine Ramp B and Ramp CDB and thus entirely eliminate a new braided-ramp bridge. This will allow the entire footprint of the project to shift further from NC State and University Club property.

Hillsborough Street Loop D: Ramp CDC

8

At the Hillsborough Street interchange, a reduced Loop D radius and slightly skewed intersection appear to allow adequate weave distance to tie Ramp D to Ramp CDC and tie Ramp CDC to the mainline prior to Wade Avenue. This removes the need to add Loop D at Wade Avenue. Ramp CDC should also be barrier separated immediately adjacent to the I-440 mainline. At Wade Avenue, matching the existing slight skew where Ramp CDC is shown to tie to Wade, combined with the removal of Loop D, and shifting Ramp DB west as allowed by the removal of Ramp BA, will greatly reduce impacts to Meredith College on both sides of Wade Avenue, and will move Ramp DB away from Meredith’s expanded historically eligible area. The noted changes will increase the length of proposed weaves on the Meredith College and University Club sides of the highway. If these weaves still fall

8 short of standards, a Design Exception for weave lengths should also be included to allow  
Cont. for the much more context-sensitive design.

Wade Avenue Interchange: Flyover Bridge Designs

9 The Department should consider requiring flyover bridge designs at the Wade Avenue interchange that increase span lengths such as segmental and tub/box girders which afford more geometric freedom, provide aesthetic opportunities, and improve visual context.

Ligon Street to Wade Avenue Shoulder Widths

10 Inside shoulder widths on the mainline between Ligon Street and Wade Avenue should be reduced with a Design Exception or Variance to reduce impacts to NC State property. A median planter should not be considered in this area.

Retaining and Noise Walls

11 Retaining walls should be used extensively on the shoulder points of the mainline and ramps to reduce property impacts. This should not be left to the discretion of the private design-build teams. These walls should be shown in the design now, because retaining walls are more expensive to build than to not build, and design-build teams are motivated to reduce construction costs, not reduce property impacts. Design-build teams are not responsible for the dollar cost of property takings. Showing additional retaining walls now will also allow the Department to develop a more realistic engineer’s estimate for the bidding process.

12 While a noise wall along the University Club property will likely not meet objective State or Federal Highway policy for noise protection, a noise wall should be provided for safety considerations only. The plans shown shift the I-440 mainline significantly towards the University Club pool facility, and will severely impact the lifeguard’s ability to monitor the pools.

NCDOT should provide continuous walls along the entire length of the improvements to limit both the visual impact of the project and highway light spillage. Walls also provide opportunity for community-based context based on material choice, connected mosaic, medallion or other aesthetic treatments.

Bike lanes and pedestrian accommodations

13 Bike lanes and pedestrian accommodations should be added to Hillsborough Street. Meredith College, N.C. State, and the University Club have many students, employees, and members that bike to these facilities, and we have all seen or been in the huge crowds of people walking in the Hillsborough Street traffic lanes past the Vet School during the State Fair.

Design Exceptions or Variances

14 The one, or possibly up to four, Design Exceptions or Variances noted (loop radius, perhaps loop grade, perhaps weave distance, perhaps inside mainline shoulder) should be

14 approved in order to reduce massive out of context impacts, greatly reduce project costs, and  
 Cont. will meet driver expectations for a heavily developed urban corridor.

**Implementation of design changes and Design Exceptions or Variances**

15 These proposed revisions to the preliminary plans need to be made immediately and  
 before the project is awarded to a design-build team. The Design Exceptions or Variances  
 must be included in the design-build Request for Proposals. There is no economically  
 defensible reason Design Exceptions or Variances should be pushed off until later as a major  
 risk item to be priced by the private contractors and designers bidding on the project. The  
 Department's design-build procurements to date have not included a transparent and  
 objective way for technical review committees to score items like reduced or increased  
 property impacts. Best Value scoring for such items has been subjective only, which makes  
 16 a true cost-benefit analysis by a design-build team impossible and has increased the price of  
 projects because of the added risk element. Accordingly, delaying these revisions and the  
 Design Exceptions or Variances so that they become major risk items to be priced by private  
 contractors and designers of the project all but assures that these changes will not occur.

The design-build Request for Proposals for this project should also include an  
 objective disincentive for increasing impacts more than the minimum impact depicted on the  
 preliminary plans (for example, award-basis price will be increased \$200 for each square  
 foot of increased property taking). The quality scoring on the Department's design-build  
 Request for Proposals to date has been subjective and non-transparent, which increases risk  
 and pricing and can incentivize design-build teams to "game" the scoring process to their  
 advantage. If the Department genuinely intends to consider and implement revisions to  
 minimize impacts to adjacent property owners, the Department needs to take action  
 17 immediately.

**Conclusion**

18 Ultimately, the Department should be more flexible on design criteria to allow for a  
 more context-sensitive design. The current plans are not in context with current land uses.  
 Destroying the context of the area while simultaneously maintaining that the plans are  
 "context-sensitive" does not recognize the community benefits provided by Meredith  
 College, NC State, and the University Club. Without any changes to the current design  
 alternatives (made before the project is awarded to a design-build team), the property on  
 19 which the Club operates will be devastated, and the value of the Club's leasehold interest in  
 the property will be severely damaged. We will pursue the Club's right to compensation for  
 this damage to the fullest extent allowed by law.

Sincerely,

  
 Emmett Boney Haywood

cc: Greg Perfetti, PE (via email only at gperfetti@ncdot.gov)  
 Timothy Little, PE (via email only at tmlittle@ncdot.gov)

**From:** Gurganus, Steve [mailto:SGurganus@wcsr.com]

**Sent:** Friday, September 08, 2017 5:19 PM

**To:** pdwilson1@ncdot.gov

**Cc:** Williams, John L <jlwilliams@ncdot.gov>; Gurak, Jill S <Jill.Gurak@atkinsglobal.com>; Craig M. Barfield (craigb@meredith.edu) <craigb@meredith.edu>; Jo Allen (jallen@meredith.edu) <jallen@meredith.edu>; Riley, Liz <LRiley@wcsr.com>; Cooke, John <JCooke@wcsr.com>; Kristi Eaves-McLennan (eavesk@meredith.edu) <eavesk@meredith.edu>

**Subject:** Re: Comments on STIP Project No. U-2719, I-440 Improvement Project Environmental Assessment

Diane Wilson  
 Senior Public Involvement Officer  
 Project Development and Environmental Assessment  
 North Carolina Department of Transportation  
 1598 Mail Service Center  
 Raleigh, NC 27699-1598

Re: Comments on STIP Project No. U-2719, I-440 Improvement Project Environmental Assessment

Dear Ms Wilson,

On behalf of our client, Meredith College, I submit the following comments on the Environmental Assessment for U-2719, and other comments on the project. The comments are offered as detailed supplement to Dr. Allen's comments at the August 8, 2017 public hearing.

**Environmental Assessment**

Section 3.1.3 Community Resources: Hillsborough Street and Wade Avenue Interchange Area

- 1 • The EA states that “Existing right of way along I-440 in this area is not sufficient to construct the new interchange designs, and impacts to facilities adjacent to I-440 are unavoidable.”
  - o Meredith College disagrees. NCDOT has incorporated project footprint-reducing and impact minimizing engineering techniques in other projects. Examples include utilizing retaining walls to reduce right-of-way consuming slopes and slope easements. Design options such as the elevated expressway concept, which was incorporated in part of the Monroe Bypass project, and other engineering techniques, appear sufficient and practical techniques to greatly reduce or avoid impacts to adjacent resources. In particular, the elevated expressway dramatically reduced impacts on the business area between McKee Road and Stalling Road in Stallings. Slight or major modifications to interchange design would, reduce the footprint of the Hillsborough Street interchange – a relatively low volume interchange that serves a street that NCDOT and the City of Raleigh have been working on for years to reduce speed and volume. The EA should be supplemented to adequately discuss and assess other project designs and alternatives.
- 2 • The EA does not adequately identify or assess direct, indirect, cumulative and/or recurring impacts to Meredith College as a community resource. It does not identify or address impacts beyond right-of-way taken.
  - o In this case, highway infrastructure will encroach directly onto the Meredith College campus and insert visual, context, and campus-altering elements onto a carefully and purposely designed college campus, with its concomitant open space, view sheds, and landscape – all intentionally designed to support the education and the development of future students – the young minds of our community’s children and grandchildren. The project will significantly impact that context. The campus is a planned campus, on one lot. Impacts to the campus will impact the entire college and the college experience. The campus relocated here in 1926 and has evolved into a nationally known and nationally recognized women’s college – the only women’s college remaining in Raleigh, one of the few remaining in North Carolina, and one of the most significant women’s colleges in the United States today. The campus was master planned by one of the most respected landscape architects in North Carolina and the southeast, Richard C. Bell. The college has grown continuously since 1926. The open space was intentionally designed. While apparently filled with open space, the campus is close to the “build-out” design envisioned by Bell. Take away the western edge of the campus, and you take away current resources (athletic facilities, outdoor open space, outdoor laboratories, and parking), but you also take away the future as planned over 50 years ago by Richard C. Bell, and followed faithfully to this day. While a relatively large campus, Meredith has lost approximately 13 percent of the original main campus to various transportation projects over time. This project will potentially take up to another 6 percent of the main campus and north campus. Thus, almost one-fifth of the original campus will have been taken by transportation projects, including this project. The EA fails miserably to identify, describe, and acknowledge those impacts.
- 3 • The EA references taking part of some of Meredith’s athletic facilities. It does not acknowledge that most team sports cannot be played on partial fields in a meaningful way.
- 4 • Meredith’s student body is comprised of a large percentage of students from
- 5

- 5 Wake County and nearby counties. It serves a large day-student population – many of whom are Pell Grant eligible. The EA does not address impacts to parking areas that serve this student population.
- o Meredith hosts numerous lectures, exhibits, and secular and religious services. It is open to the public for innumerable art and cultural events, and serves the larger community in ways typical of many colleges and universities. The EA
- 6 neither addresses impacts to parking areas that serve these populations, nor impacts on the campus experience for students, faculty, staff, visitors, and the public.
- o The College hosts the City or Raleigh Reedy Creek Greenway, which the current alternatives will likely relocate. The Greenway is surrounded by a “Green Belt,”
- 7 consisting of hundreds of trees planted by students in honor of recently deceased Nobel Peace Prize Laureate Wangari Maathai. The EA does not identify or address impacts to this community resource.
- o A very large portion of its campus is eligible for the National Register of Historic Places as one of the few Designed Historic Landscapes in the State of North Carolina, which will be indirectly impacted by the project. Notwithstanding the recent expansion of Meredith’s eligible historic district, the western edge of campus immediately outside of the newly expanded boundary was identified in the campus master plan (developed by renowned landscape architect Richard C. Bell in 1964-1966) as future campus expansion. This area remains one of the few areas where the College can expand without confronting notable natural environmental as well as topographical constraints. This area will be notably impacted by the highway project. The eligible Designed Historic Landscape is mostly built-out. Expanding in the future -- which is reasonably foreseeable and likely -- within the Designed Historic Landscape is contrary to the original master plan and could jeopardize the eligibility of the Designed Historic Landscape for
- 8 National Register of Historic Places listing. Further, the EA does not address socioeconomic impacts to this community resource, nor the constraints of future development that would significantly complicate future campus expansion and simultaneously threaten the integrity and eligibility of the Designed Historic Landscape.
- o The College has a campus observatory / astronomical viewing platform that is part of the Science and Math Building. According to Professor of Physics Bill Schmidt, the observatory is used for astronomy observing events. It is critical during these events to minimize light from areas surrounding the observatory, especially to the southwest of the Science and Math Building; this is the direction in which most telescope viewing occurs. Any change on the western side of the campus would negatively impact the events on the observation deck by adding to light pollution.
- 9 The trees that are there now help to minimize light on the observation deck, so impacts from increased lighting, and also the 50 year old vegetative buffer would negatively impact this educational program. The deck is used 10-20 times per year, including for some non-astronomy events, such as Assistant Professor of Geoscience Matt Stutz’s weather station. The EA does not address impacts to this community resource.
- o The EA does not discuss the impact of 100-foot tall light masts surrounding the interchanges and the 45-foot light standards along the highway on the campus, the eligible historic district including the Designed Historic Landscape, the academic programs identified above, nor the context of the campus as a whole, including proximate residential dormitories.
- 10

- 11 • The EA should be supplemented to adequately disclose and assess all of these impacts.

-  
Section 3.2.1 – Landscape Character of the Project Area

- 12 • The EA describes the landscape character of the project area as viewed from the project, and how those views would change from the perspective of the driver. This is contrary to the entire concept of Community Impact Assessment which is based on the impact of the project on community socioeconomic resources. The EA should instead consider the impact of the project on the landscape character from the perspective of the community. This represents a gross shortcoming and failure of the EA and its underlying technical reports. The EA should be supplemented to adequately disclose and assess these impacts.

-  
Section 3.2.3 -- Sensitive Visual Resources and Visual Impacts

- 13 • The EA curiously identifies the only sensitive visual resource as the Reedy Creek pedestrian bridge. That may be from the perspective of a highway driver, but the EA fails to identify Sensitive Visual Resources from the perspective of the community, including bicycle riders, pedestrians, students, staff, faculty, visitors, and the public. Neither the Reedy Creek Greenway, the Meredith Green Belt, the campus viewsheds -- much less the recognized Designed Historic Landscape created by Richard C. Bell, its viewsheds, and even Meredith's original previously identified eligible (core campus) historic district -- are identified as Sensitive Visual Resources. We believe that all of those resources are Sensitive Visual Resources and that the EA should so acknowledge and assess. The EA should be supplemented to adequately disclose and assess those impacts.
- 14 • The EA also states the vegetative buffers throughout the study area "will regrow and obscure views." It fails to acknowledge that it took 35-40 years for the buffer to fully obscure the original Beltline, nor to assess the socioeconomic effects of the change in landscape and community character. The EA should be supplemented to adequately disclose and assess these impacts.

Section 3.3.2, Section 3.4.1, and Section 3.4.3

- 15 • NC-HPO determined after the EA was published that Meredith's Designed Historic Landscape is likely eligible for the National Register of Historic Places. The EA should be supplemented to adequately disclose and assess these impacts. As noted, the EA does not address socioeconomic impacts to this community resource, nor the effects of foreseeable future campus expansion that would threaten the integrity and eligibility of the Designed Historic Landscape given the loss of developable campus land most suitable for compatible campus development, as contrasted with incompatible and incongruous highway infrastructure.

Section 3.5.5 and Section 3.6

- 16 • Notwithstanding noise and air quality impacts that may fall below programmatic thresholds, the EA does not adequately describe impacts of increased noise on the campus. While there may be only a two decibel difference in the maximum noise at

- 16 peak hours, the project will be operating 24 hours a day. The EA does not adequately put this into context of a residential, educational institution. The EA does not document the presence of on-campus student dwelling units (The Oaks "Apartments") proximate to the project, the Hillsborough Street interchange, and the Hillsborough Street bridge. The EA should be supplemented to adequately disclose and assess these impacts.

-  
Green Sheet Commitments

- 17 • Given the proximity of on-campus student dormitory dwellings (The Oaks "Apartments") to the project, the Hillsborough Street interchange, and the Hillsborough Street bridge, plus the ineligibility of Meredith College for noise walls, NCDOT should include a Green Sheet Commitment to limit high-noise impacting construction activities during the months of August 15 through May 15 between the hours of 11pm and 7am at the Hillsborough Street interchange half of the project (between Hillsborough Street and Wade Avenue).

-  
Preferred Alternative

- 18 • Should NCDOT not be able to notably reduce the project footprint and right-of-way impacts, Meredith identifies the Slight Detour Alternative as the alternative that will have the lowest impacts on the central part of the western side of campus, and thus the college's ability to expand academic buildings in the future on this part of the campus.

Minimizing Impacts and Preferred Alternative with Reduced Project Footprint

- 19 • Meredith representatives attended the August 8, 2017 public hearing. At the hearing, Meredith heard presentations by civil engineers with roadway design experience. Meredith has since seen NCDOT visualizations of project design alternatives that would notably reduce the project footprint, particularly at the Hillsborough Street interchange and along the west side of campus. Meredith supports most of the comments and specific recommendations heard at the public hearing that would reduce the project footprint and reduce impacts to Meredith College, North Carolina State University, and the University Club as well.
- 20 • Should the footprint of the Hillsborough Street interchange, and all of the associated lanes and ramps providing access to the Hillsborough Street interchange be reduced -- and if modifying the footprint would greatly reduce the encroachment of highway infrastructure onto the central west side of campus, then Meredith College instead strongly supports the Two Flyover Alternative. This alternative would move the flyover infrastructure much further away from the edge of campus and the eligible historic district, which would reduce noise, light, and visual impacts to all of the campus. Since this alternative would not impact the North Campus (section of campus north of Wade Avenue), Meredith strongly encourages the selection of this alternative.

Design-Build Criteria and Specifications

- 21 • Since this project will be constructed using design-built specifications and contracts, Meredith College believes that NCDOT should identify project footprint-minimizing methods and incorporate those into new design alternatives for this section of the project. NCDOT should seek stakeholder support for new design alternatives. Design-build specifications should include disincentives for the winning design and construction firm should impacts increase beyond those supported by impacted stakeholders for this section of the project.

22 Project Green Sheets should incorporate NCDOT commitments for Design-Build specifications for this section of the project to reduce significant and unacceptable socioeconomic project impacts during project final design and construction.

23 Dr. Allen’s comments at Public Hearing

*I am Jo Allen, President of Meredith College, the largest private property entity affected by this project.*

*Let me be clear. We do not believe the Environmental Assessment even remotely captures the near- and long-term impacts to Meredith College and our almost 100-year old campus. Throughout its history, Meredith has been a good partner, good citizen, and good neighbor.*

*But the human, educational, and environmental effects of this project will significantly impact Meredith College’s ability to thrive and grow for the next 100 years.*

*Previous transportation projects plus this one will result in a total of almost one-fifth of Meredith’s historic campus being taken over the years. I can think of no other college (or university) that would be silent on losing this much land. Meredith has given enough.*

*Education at Meredith College is an on-campus experience. For past projects, NCDOT tried to minimize the impacts to Meredith’s campus. However, no other project has ever simultaneously taken campus land, \*and\* inserted high-volume and high-speed infrastructure, lights, and noise directly onto our college campus.*

*This project will do all of that and forever change the character of our campus.*

*Other than stating that right-of-way will be taken, the Environmental Assessment fails miserably to address the impacts to the college and her students from the highway, its concomitant expressways, ramps, berms, bridges and flyovers. The loss of the tree-line that frames our campus and reduces noise will be lost. And we have just learned that we are not eligible for noise reduction structures. Further, the report does not even mention the effects of the proposed 100-foot tall lighting masts and the 45-foot tall light poles along the entire western side of our campus.*

*The report fails to speak to the visual impacts of highway infrastructure and flyover bridges that will loom four to five stories over the campus. The plan will significantly compromise our ability to continue growing in a manner consistent with the college’s 126-year mission and campus master plan – a state-recognized Designed Historic Landscape – that we have followed for over 50 years.*

*We will lose the very best sites for future classroom buildings, residence halls, and athletic facilities, as well as impact CURRENT offerings for high quality instruction, research, residential living, and commuter service.*

*Meredith College, our 2000 students, 500 faculty/ staff, and 21,000 living alumnae cannot well endure additional blows to our campus and are rightfully agitated.*

*We implore NCDOT and FHWA to investigate additional design alternatives and methods to reduce the footprint and IMPACT of this project.*

Thank you for the opportunity to comment on the EA, the public hearing, and the project. Please let me know if you have any questions or would like to discuss further. I am also submitting hard-copy of these comments for your file.

Sincerely,

Stephen John Gurganus

-Steve Gurganus

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From: Sharon Campbell  
To: Williams, John L.  
Subject: Re: 1440 Beltline Expansion  
Date: Thursday, September 07, 2017 2:59:03 PM

John,

I appreciate DOT taking the time to come to campus and share plans for the expansion project as well as listen to the concerns from the Meredith Community. My concerns are directed to the Hillsborough St./Wade Avenue areas and reflect both concerns as a resident of the area and in my position as Director of Facilities Services for Meredith College.

Those concerns are:

- 1) The loss of the acreage is a significant detriment to the ability of the college to grow and be a vibrant leaning and living community.. As a medium size private college competing with peer and state institutions, the ability to serve our students, faculty and staff with attractive and functional space is the lifeblood of the College and supports the excellent educational experience that students enjoy. The loss of 13 plus acres is more than 6% of land assets and when added to past losses to highways, Green Way etc. represents a loss of over 20% of Meredith College land assets. That is a very significant portion, unrecoverable and worthy of alternative considerations.
- 2) The garden like appearance of the College is a significant draw for student enrollment and retention and this project will have negative impacts on sustaining that appearance even with the grandest of new landscaping that cannot replace 100 plus year old trees that provide a barrier to the metropolitan sprawl Raleigh is experiencing.
- 3) Meredith grounds and appearance is also a significant engagement for our alums who have provided endowment funds to enhance and maintain these grounds and our park like settings. Loss of that even just on the West side of campus could severely impact the funding the College receives.
- 4) The flyover scenarios truly change the look of campus and cannot be disguised even with the best of new landscape plans. Their encroachment nearest our sporting venues especially with the slight detour alternative is invasive of the interior campus. I am also concerned about additional dangers during inclement weather in the area as Raleigh seems to be an area that has significant issues with even small amounts of snow. While I realize flyovers have barriers, there are still increased risk with their elevation for early freezing and they are not fail safe to crashing vehicles falling f or being propelled airborne and falling endangering areas underneath or along side the flyovers. In addition the elevated lights from traffic has the potential to interfere with campus activities such as sporting events taking place on the tennis courts and softball field on the NW side of campus. The change in appearance and the noise barriers being removed (even if this is more perception than substantiated fact) is significantly detrimental to the campus and those that live, work and play here.
- 5) The loss of a residential house at 1214 Moore House in two of the proposed scenarios is a significant loss for the College in that it is the only other residential property that Meredith owns other than the President's House (Massey House) and enables the College to provide temporary or semi-permanent residence for varying needs the College has such as visiting

6 professors, critical employees etc. The house also has some significant historic value as it was the Stable Manager's residence when the College had an equestrian program up until the 70's. Replacing this structure would require expenditure of funds designated for other strategic needs and be a financial drain on the College.

6) The loss of significant parking areas on the West side of campus would necessitate Meredith providing new parking spaces that would use up valuable green space or space for future new buildings or existing building expansion. It also would bring parking closer into the campus where it is now on the perimeter which does not fit in with having a walking campus interior and empowering people to live a healthier lifestyle.

7) The loss of property in the practice soccer field and driving range area removes a very vital part of the Meredith experience for students, faculty, staff and the community organizations that rent it and use it for their sporting programs. The loss of the event revenue is also a financial drain on the College and takes away a marketing exposure avenue that Meredith has for recruitment of students.

8) The One Flyover Alternative and the Slight Detour Alternative provide my greatest safety concerns for both Meredith employees and community members using the Green Way as the drawings show the Green Way intersecting the roadway (Moore Drive) and the service road that leads to the roadway to the Barn and the driveways to Massey House and 1214 Moore Drive House. This service road to the Barn which is the Meredith College Grounds Shop is heavily traveled from early morning hours until evening hours with grounds equipment and grounds vehicles doing their work on campus. The Massey House is an entertainment area for the College and often has considerable traffic at varying times of the night and day. Due to the limited area and the need for a security fence as exists now between Meredith and the current Green Way, I would expect a 7' or higher fence to be erected to protect people using the Green Way from easily accessing Meredith property. That would require putting a gate across the Meredith road which would lead to great loss of productivity if a Meredith employee or someone traveling to Massey House or the Moore Drive House had to open and close a gate every time and just isn't a practical or acceptable solution. Yet it isn't conceivable to think that we could leave this area unsecured from the Green Way as there would be way too much opportunity for theft from the Grounds Shop or people accessing areas of Meredith that are considered private residences. This is an area of campus that is remote, heavily wooded and unless secured would be an invitation for inappropriate access or activities to happen in this area. While the Green Way currently crosses the Meredith College main entrance, this is a very different situation as the front of campus has a long straight sight line for intersecting traffic and is in a highly visible area of the campus.

Additionally, this limited site lines for equipment and vehicle traffic coming from the Grounds Shop/Barn and making a right hand turn onto the road leading through the tunnel would pose a significant safety risk for persons using the Green Way. I can see this being an area where a number of accidents would happen. The only way I see this scenario working is if the Green Way traveled over this part of Meredith through an aerial means (bridge) that was high enough to prevent access to the Meredith property, allow for the vehicles to be able to pass under it.

Additionally, the loss of the property on the SW side of the Barn/Grounds Shop in One Flyover and the Slight Detour Scenarios is significant in that is where we have a nursery to grown shrubs and trees for campus use. These scenarios also eliminate the parking areas for

- 11 Grounds staff and result in having to clear other valuable timber lands to provide adequate parking for staff parking.

- 12 9) Lastly, I am also greatly concerned about the disruption to campus operations and student life during the construction phases of this project which I understand is estimated to be four years. At a minimum, the requirement would be to have a 7 ft. or higher fence that could not be scaled erected between the construction area or right away areas and the campus itself for the linear length of the project area to protect people from entering the campus and to provide protection and security for our students.

- 13 Of equal concern is my understanding that the State is not required to provide any kind of noise abatement during the construction of the project. The noise and lighting required of safe highway construction at anytime, but especially during the non-peak hours of 10 a.m. - 6 a.m., which is when the bulk of this project would be done as I understand it, would definitely be a detriment to living conditions on Meredith campus and a great concern of many of our students especially those living closest to the construction areas on the West and SW side of campus. I would respectfully ask that the State provide the security fence, re-consider noise abatement measures and work closely with the Meredith operations team to minimize the impact on Meredith during the construction phase. Sharing information on the project on a 2x per month basis as construction begins and the provision of a solid means of interacting with the State's project team and/or contractor in charge of this project to provide feedback on the impacts on the campus that could not be foreseen seems like a reasonable request under these circumstances.

As President Allen has stated, Meredith College is tuition dependent and the impact this project has on the campus is significant. As Meredith is a vital part of the Raleigh community and experience and the future of the College as a vibrant part and contributor to the success Raleigh and NC enjoy depend on the ability to attract and retain students, faculty and staff, I urge you to give these concerns and requests your best consideration.

Sincerely,

Sharon Campbell, FMA  
 Director of Facilities Services  
 Meredith College  
 Raleigh, NC 27607  
 Phone: (919) 760-8011  
 E-mail: [sharonca@meredith.edu](mailto:sharonca@meredith.edu)

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From: Withrow, Kenneth [<mailto:Kenneth.Withrow@campo-nc.us>]  
 Sent: Tuesday, September 12, 2017 4:44 PM  
 To: Williams, John L  
 Subject: Capital Area MPO comments

Good afternoon John.

The following comments concerning Project U-2719 are being presented by Mr. Chris Lukasina, director of the Capital Area MPO:

- 1 The Capital Area MPO supports the widening of I-440 as identified for Project U-2719; which has been included in the currently adopted 2040 MTP and previous MTPs.
- 2 The Capital Area MPO encourages NCDOT to proceed with the Avoidance and Minimization Process for the project to lessen the project's impact on properties through the area. The inclusion of the Hillsborough Street interchange continues to demonstrate functional mobility benefits for the region's transportation network. If any changes to the proposed interchange are developed, they should be analyzed and potential impacts should be thoroughly reviewed.

Kenneth Withrow  
 Capital Area Metropolitan Planning Organization  
 One City Plaza - Suite 203  
 421 Fayetteville Street  
 Raleigh, NC 27601

(919) 996

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# COMMENTS AND RESPONSES

*Note: Public Hearing transcript and responses are bound separately. Only the table of contents is provided in Volume 1. Volume 2 has the complete Appendix C.*

## C.4 Public Hearing Transcript

**Table C4-1: Public Hearing Comments**

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T-001	Watts, Mimi	8/8/2017	C4-14
T-002	Watts, Leslie; of University Club	8/8/2017	C4-14
T-003	Allen, President Jo; of Meredith College	8/8/2017	C4-14
T-004	Herget, Barlow	8/8/2017	C4-15
T-005	Crisp, James	8/8/2017	C4-15
T-006	Tonelli, Alan	8/8/2017	C4-16
T-007	Stuart, Jane	8/8/2017	C4-16
T-008	Cates, Jennifer	8/8/2017	C4-16
T-009	Taylor, Anna	8/8/2017	C4-16
T-010	Abplanalp, John	8/8/2017	C4-17
T-011	Weaver, Al	8/8/2017	C4-17
T-012	Nicholas, Harry	8/8/2017	C4-18
T-013	Sawhney, Anita	8/8/2017	C4-18
T-014	Flynn, Greg	8/8/2017	C4-18
T-015	Winslow, Alexander	8/8/2017	C4-19
T-016	Winslow, William	8/8/2017	C4-19
T-017	Clifford, Blythe	8/8/2017	C4-19
T-018	Morse, Edie	8/8/2017	C4-19
T-019	Horton, Donna	8/8/2017	C4-20
T-020	McDonald, Janet	8/8/2017	C4-20
T-021	Smith, William	8/8/2017	C4-20
T-022	Millican, Kathryn	8/8/2017	C4-21
T-023	Kempf, Greg	8/8/2017	C4-21
T-024	Lorden, Sharon	8/8/2017	C4-22
T-025	Gregory, Edwin	8/8/2017	C4-23
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T-027	Everett, Justus	8/8/2017	C4-24
T-028	Miller, Scott	8/8/2017	C4-24
T-029	Blanchard, Meg	8/8/2017	C4-24
T-030	White, Jay	8/8/2017	C4-25
T-031	Edgar, Cary	8/8/2017	C4-25
T-032	Clark, Kately	8/8/2017	C4-26
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**Table C4-1: Public Hearing Comments**

Doc. No.	Name	Date	Page No.
T-034	Moore, Richard	8/8/2017	C4-27
T-035	Dolan, Louise	8/8/2017	C4-27
T-036	Hansen, John	8/8/2017	C4-27

Public Hearing Transcript

Doc. No	Location	Topic	Comment No.	Comment	Response
T-002	General	Planning	1	The drawings that have been released do not seem to have the best entry...the best interest of west Raleigh or its residents or its businesses in its thoughts. It seems as if once again west Raleigh's needs are not on the minds of the engineers or DOT.	The I-440 widening project originated with local governments through the Capital Area Metropolitan Planning Organization's long range transportation plan. The preliminary designs of the Detailed Study Alternatives considered traffic flow and FHWA and NCDOT design standards as well as the sensitive resources surrounding the corridor. The needs of the surrounding communities as well as the traveling public are incorporated into the planning efforts; however this project corridor contains diverse land uses and many competing interests. The ways in which NCDOT balances these impacts and benefits is summarized in the project's Environmental Assessment (EA) and Finding of No Significant Impact (FONSI).
T-003	Hillsborough-Wade	Meredith College	1	I am Jo Allen, President of Meredith College, the largest private property entity affected by this project. Let me be clear, we do not believe the Environmental Assessment even remotely captures the near and long-term impacts to Meredith College and our almost 100-year-old campus. Throughout its history, Meredith has been a good partner, a good citizen, and a good neighbor. But the human, educational, and environmental effects of this project will significantly impact our ability to thrive and grow for the next 100 years. Previous transportation projects plus this one will result in a total of almost 1/5 of Meredith's historic campus being taken over the years. I can think of no other college or university that would be silent on losing this much land. Meredith has given enough.	The Environmental Assessment and referenced technical reports adequately fulfill the requirements of the National Environmental Policy Act (NEPA) to address impacts to Meredith College. NCDOT has coordinated with Meredith College throughout the process and has acknowledged their concerns and worked to address them to the extent possible. Also, see response to Hillsborough-Wade Common Comments #6 through #9 and #14.
T-003	Hillsborough-Wade	Meredith College	2	Education at Meredith is an on-campus experience. For past projects, NCDOT tried to minimize the impacts to Meredith's campus. However, no other project has ever simultaneously taken campus land and inserted high volume and high-speed infrastructure, lights, and noise directly onto our campus. This project will do all of that and forever change the character of our campus.	See responses to Hillsborough-Wade Common Comments #6, #7, and #8.
T-003	Hillsborough-Wade	Meredith College	3	Other than stating that right-of-way will be taken, the Environmental Assessment fails miserably to address the impacts to the college and the students from the highway. It's become expressways, ramps, berms, bridges, and flyovers. It is not even mentioned the effects of the proposed 100-foot tall lightening mast and 45-foot high light poles along the entire western side of our campus.	See response to Hillsborough-Wade Common Comment #8 regarding lighting. The Environmental Assessment and the project's Community Impact Assessment adequately address impacts to Meredith College.
T-003	Hillsborough-Wade	Noise	4	Trees currently helping with sound and noise from the current beltline will be lost. And we've just learned that we are not eligible for noise walls; affecting us visually and sound wise 24-7.	The right of way will be revegetated, which will establish a new vegetative buffer over time. Also, see response to Hillsborough-Wade Common Comment #9. Based on FHWA and NCDOT regulations, criteria, guidance, and policy, a noise wall is not warranted for the Meredith College area. It should be noted that Meredith College is adjacent to existing I-440, and receives noise from the existing roadway. The proposed I-440 would move the mainlines of I-440 (which generate more noise compared to the ramps) farther away from campus.

Public Hearing Transcript

Doc. No	Location	Topic	Comment No.	Comment	Response
T-003	Hillsborough-Wade	Visual resources	5	The report fails to speak to the visual impacts of highway infrastructure and flyover bridges that will loom 4 to 5 stories over our campus.	Section 3.2 of the Environmental Assessment (EA) addresses visual resources for viewers both from I-440 and to I-440. The EA (page 3-10) states that "At Meredith College, the view on the western side of campus would be changed to include new fill slopes under all alternatives and the single flyover ramp structure under the One Flyover Alternative and Slight Detour Alternative and the two flyover ramps structures under the Two Flyovers Alternative." It should also be noted that as a condition of the determination of No Adverse Effect for the Preferred Alternative on the historic area of Meredith College, the NC Historic Preservation Office requires that NCDOT prepare and install a landscape plan along the western side of Meredith College campus in consultation with Meredith College. This also will help mitigate changes in the visual landscape caused by the project.
T-003	Hillsborough-Wade	Land use	6	The plan will significantly compromise our ability to continue growing in a matter consistent with our 126-year mission and our campus masterplan, a state recognized designed historic landscape that we've followed for over 50 years.	See responses to Hillsborough-Wade Common Comments #6 and #9.
T-003	Hillsborough-Wade	Right of way	7	We implore NCDOT and the Federal Highway Administration to investigate additional design alternatives and methods to reduce the footprint and impact of this project. Thank you.	See response to Hillsborough-Wade Common Comment #6.
T-005	Hillsborough-Wade	University Club	1	It will be crippling if not fatal. And it will be fatal if there's not adequate compensation. Fatal to the existence of the University Club.	See responses to Hillsborough-Wade Common Comments #1 and #3.
T-005	Hillsborough-Wade	Safety	2	Finally, if you put a highway a stone's throw from the swimming pools, one of which is brand new, at the University Club, you must build that wall, some kind of barrier. Between the line of sight, between those kids in the swimming pool and the traffic. A barrier between the dangerous traffic and the children in the swimming pool. A barrier that will stop the distraction to both drivers and children. A barrier that will stop the runaway car if it happens to hit a bump the wrong way. A barrier for the noise and a barrier for the very real pollution.	See response to Hillsborough-Wade Common Comment #5. Under any of the Detailed Study Alternatives, the proposed off ramp to Hillsborough St is over 150 feet from the pool and lower in elevation than the pool area.
T-005	Hillsborough-Wade	Right of way	3	The brand new pro shop and snack bar, a year old, is going to be wiped out by this plan.	The Detailed Study Alternatives are not anticipated to impact the new pro shop/snack bar.
T-006	Hillsborough-Wade	Design	1	So, this raises the question, is there no way to increase this remaining section of I-440 to six lanes that does not result in the likely elimination of the NC State University Club and all the benefits it has provided to the Raleigh community for nearly 60 years?	See response to Hillsborough-Wade Common Comment #1.
T-007	Hillsborough-Wade	Right of way	1	Again, the project will destroy our main parking lot in front. We may not be able to recover given the time it will take to lease new land and build replacements. Are you all aware of this and the extent of these damages?	The Environmental Assessment (page 3-7) acknowledges the loss of parking spaces at University Club. Also, see response to Hillsborough-Wade Common Comment #1.
T-014	Hillsborough-Wade	Right of way	1	The proposed encroachment will eliminate them and the newly constructed field house, which does not appear on any drawing shown up here, the irrigation pond, and most of all parking.	See response to Hillsborough-Wade Common Comment #1. The new pro shop/snack bar was constructed after the aerial photograph was taken. The project team was aware of this new building through site visits. The building is not anticipated to be impacted.
T-015	Hillsborough-Wade	Safety	1	. If you do this, the highway will be right next to the pool. If a truck goes off the highway, many children could be hurt or maybe even die. A guardrail will not stop an 18-wheeler.	See response to Hillsborough-Wade Common Comment #5.
T-018	Hillsborough-Wade	Construction	1	But I'm also concerned about the timing of Highway 440 project and the Blue Ridge-Hillsborough Street project going on simultaneously. This is going to greatly impact Beryl Road, which is where the Capitol City Lumber is and a lot of other businesses on this road. How might this affect the flow of traffic during the construction phase? There are many businesses and establishments between these 2 projects that will be affected.	Blue Ridge Road will be grade separated from Hillsborough Street and the railroad tracks as NCDOT Project U-4437. This project has a similar construction schedule. To ensure proper coordination between Project U-4437 and the I-440 improvement project, particularly for maintenance of traffic during construction, both projects will be awarded to the same design-build team. Also, see response to Arboretum Common Comment #1.

Public Hearing Transcript

Doc. No	Location	Topic	Comment No.	Comment	Response
T-018	Hillsborough-Wade	Construction	2	If Beryl Road is restricted at both ends, is Pylon Road able to handle that much traffic? Can my 18-wheelers get up Pylon? Will the customers be able to find me, if they block Pylon...oh I'm sorry...block Beryl Road on both sides? So, I would like some consideration. If both of these constructions happen at the same time, how is it going to impact our businesses?	See response to Arboretum Common Comment #1.
T-020	Hillsborough-Wade	Air quality	1	Two factual considerations, the beltline was built before unleaded gas was phased out. What that means is that the dirt in the construction area is full of lead. When the construction begins, that lead will become airborne in the dust. Airborne and trained lead is the primary exposure hap way for lead. Children, in particular, are extremely susceptible to lead exposure. Our water slide where children are every day, all day long, every minute that the pool is open is right next to the planned construction. The Environmental Assessment should take an account of this.	Soil contamination from the historical use of leaded gasoline is anticipated to be found in roadside soils at de minimis levels and likely similar to naturally occurring lead in this region. Lead concentrations in roadside soils is not anticipated to be greater than worker safety levels established by the EPA. Dust control measures required by the construction contractor should prevent exposure to workers and the public during construction.
T-020	Hillsborough-Wade	Right of way	2	Finally, your maps do not show one of our fixtures, which is our new snack bar. It's unclear how the cost and damages to the University Club are considered in your assessment when it's not on your maps. Thank you for your consideration.	The new pro shop/snack bar was constructed after the aerial photograph was taken. The project team was aware of this new building through site visits. The building is not anticipated to be impacted.
T-023	Hillsborough-Wade	Design	1	I do support the Hillsborough-Wade Slight Detour Option but with the following changes and this will be a little technical, so sorry. In the Hillsborough Street interchange, NCDOT and the Federal Highway must include design exceptions for loop A and loop D radiuses and perhaps grades, if necessary, to allow the proposed plan to more closely match the existing facility. The projected traffic volumes on these 2 loops are low.	This speaker submitted these comments in letter form. Please see responses to Comments #4-10 in Agency/Organization document A-020.
T-023	Hillsborough-Wade	Design	2	The signalized intersections at Hillsborough Street should tie in 75-degree skew angle instead 90 degrees as are shown. This change does not create any operational problem and will reduce impacts to Meredith College, NC State, and the University Club.	This speaker submitted these comments in letter form. Please see responses to Comments #4-10 in Agency/Organization document A-020.
T-023	Hillsborough-Wade	Design	3	In Wade Avenue, quadrant A, extend the retaining wall under the pedestrian bridge and retain loop A. A design exception for loop A radius should also be considered if it's necessary. Since turning traffic has been removed from its ability to influence the mainline flow, a loop-to-loop weave like we have today should be acceptable. So, including that loop A removes the need to add the additional traffic signal to Wade Avenue. This additional traffic signal turns another half mile of Wade Avenue from a free flow facility into a force flow facility, which increases delay and congestion. Removing a traffic signal also removes the need for ramp BA. Therefore, ramp B and ramp BC can be shifted into this area, which reduces impacts to NC State and University Club property. These changes also appear to allow adequate weave distances to divide ramp B and ramp CDB and entirely eliminate a new bridge and will allow the entire footprint of the project to shift further from NC State and the University Club property.	This speaker submitted these comments in letter form. Please see responses to Comments #4-10 in Agency/Organization document A-020.
T-023	Hillsborough-Wade	Design	4	Alright, at Hillsborough Street, a reduce loop D radius and a slightly skewed intersection appear to allow adequate weave distance to tie ramp D to ramp CDC and tie ramp CDC to the mainline prior to Wade Avenue. This removes the need to add loop D at Wade Avenue.	This speaker submitted these comments in letter form. Please see responses to Comments #4-10 in Agency/Organization document A-020.
T-023	Hillsborough-Wade	Design	5	At Wade Avenue, matching the existing slight skew ramp CDC is shown to tie to Wade combined with removal of loop D and shifting ramp DB west, as allowed by the removal of ramp BA, will greatly reduce the impacts to Meredith College on both sides of Wade Avenue and will remove ramp DB further from the new expanded Meredith historic area.	This speaker submitted these comments in letter form. Please see responses to Comments #4-10 in Agency/Organization document A-020.

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Doc. No	Location	Topic	Comment No.	Comment	Response
T-023	Hillsborough-Wade	Design	6	Also, if the weaves on the Meredith College side and the University Club side fall short of standards, a design exception for weave length should also be included. The 2 are possibly 3 design exceptions noted, should be approved in order to reduce massive impacts, to reduce project cost, and will match driver expectations for a heavily developed urban corridor.	This speaker submitted these comments in letter form. Please see responses to Comments #4-10 in Agency/Organization document A-020.
T-023	Hillsborough-Wade	Design	7	Design exceptions must be included in the designs now and must be included in the Design-Build RFP. Design exceptions should not be pushed off until later as a major risk item to be priced by the private contractors and designers bidding on the project. Design changes need to be made now and not wait...	This speaker submitted these comments in letter form. Please see responses to Comments #4-10 in Agency/Organization document A-020.
T-023	Hillsborough-Wade	Design	8	For the hope that one of the design-build teams may come up with similar solutions. Retaining walls should be used extensively on the shoulder points of the mainline ramps to reduced property impacts. This should not be left to the discretion of private design-build teams. These walls should be shown in the designs now because retaining walls are more expensive to build than not build. And design-build teams are motivated to reduce construction cost not reduce property impacts.	This speaker submitted these comments in letter form. Please see responses to Comments #4-10 in Agency/Organization document A-020.
T-023	Hillsborough-Wade	Design	9	Design-Build teams are not responsible for the dollar cost on property takings. NCDOT has very smart engineers, right-of-way experts, and consultants who can preliminarily estimate the cost of retaining walls versus property takings now, not later. Show additional retaining walls now will also allow DOT to develop a more realistic engineer's estimate for the bidding process.	This speaker submitted these comments in letter form. Please see responses to Comments #4-10 in Agency/Organization document A-020.
T-023	Hillsborough-Wade	Safety, noise	10	Two more points. While the noise wall along the University Club property will likely not meet objective Federal Highway noise standards, one should be provided for safety considerations only. The plan shown shift the I-440 mainline significantly towards the pool facility and will severely impact the lifeguards' ability to monitor the pools. A child drowning will be a tragic outcome of this project.  In fact, the project should include noise walls along the entire length of the improvements just like the great walls of Cary just south of this project.	This speaker submitted these comments in letter form. Please see responses to Comments #11-12 in Agency/Organization document A-020.
T-024	Melbourne Rd	Bicycles/ pedestrians	1	The second thing I want to touch on relates to the widening of Melbourne Road. This only affects a small number of people but I want to bring it up because currently of the 2 options that are being presented, both have Melbourne Road being widened up to 16-feet in certain areas and it tapers down to a little bit less than that where it ends. And they want to add bike lanes. I am all for bike lanes. I bike. Some of my neighbors bike. But we're kind of not like seeing the point of having these bike lanes in a neighborhood road. And in this particular case, how it's being shown is it that the bike lanes will be on the bridge and then as the road is widened, it tapers down. You've got these 2 bikes lanes that just end; 100-yards up from the bridge.	See responses to Melbourne Rd Common Comments #4 and #5. The pavement on the bridge will be widen enough for bicycle lanes, but the City of Raleigh is not anticipating to stripe them at this time.



Public Hearing Transcript

Doc. No	Location	Topic	Comment No.	Comment	Response
T-026	Athens Dr	Bicycles/ pedestrians	1	<p>But I will say that if they do close the Athens Drive Bridge, we need an alternative to get across the beltline on a bicycle. And you can't really expect us to do that at Western because its already pretty busy and it's gonna be worse during construction.</p> <p>Ditto on Hillsborough. I think the only place that we can safely cross, although it is a couple of miles farther, is Beryl Road. And so, I'm with the person that said you know, you've got to minimize the impact to Beryl Road. If I can ride up there and ride across, I can ride 2 miles farther, get more exercise. But it's flat and I don't have to deal with all the cars that I have to deal with at the other crossings.</p> <p>So, please if you're not going to maintain traffic across Athens Drive and Melbourne Road, at least maintain a crossing at Beryl Road.</p>	See response to Athens Dr Common Comment #2. The construction phasing for the project will consider connectivity across I-440. The I-440 project and the Blue Ridge Rd grade separation project (Project U-4437) will be awarded to the same design-build team so proper coordination occurs regarding maintenance of traffic through the area during construction.
T-027	Hillsborough-Wade	Parks and Greenways	1	The Reedy Creek Greenway and the House Creek Greenway, you can slide the bridge down a quarter of a mile, still have the Bowstring Bridge, still have the view coming around the beltline of the bridge, but you eliminate the conflict there.	See responses to Hillsborough-Wade Common Comments #1 and #6. The pedestrian bridge is not anticipated to be impacted by any of the Detailed Study Alternatives' preliminary designs. Moving the bridge would not substantially change the designs of the Detailed Study Alternatives due to the proximity of the Lake Boone Trail interchange, the Museum Park, and the need to tie the ramps back to Wade Ave.
T-028	Jones Franklin Rd	Design	1	So, yeah get rid of these concrete parts on the north part of Jones Franklin Road where there is residences. Just use a double yellow line there so people can come in and out of their house. I can have you guys over sometime and you can turn in and out.	See Jones Franklin Road Common Comment #2
T-031	Melbourne Rd	Design	1	Thank you...within walking distance of this interchange. I would implore you to reconsider the design at Melbourne Road. Leave the bridge if it is a connection between 2 neighborhoods. But I would encourage you to consider removing the ramps.	See response to Melbourne Rd Common Comment #1.
T-033	Hillsborough-Wade	Right of way	1	Originally, I was going to talk about...really more of a question. That is if you take the tennis courts, do you have to mitigate? In other words, if DOT takes those tennis courts, do they have to turn around and either pay or rebuild them? And if that is possible, could those tennis courts be built before the old ones are taken up? So, there would be no point in time that we didn't have the tennis courts.	See responses to Hillsborough-Wade Common Comment #1 and #3.
T-035	Hillsborough-Wade	Design	1	Without the existing facilities, we will not have parking areas. We won't have easy access and the club will no longer offer the very things that make it unique to the City of Raleigh. I ask respectfully that you consider the plan, consider what you've got here, and maybe consider scrapping the frontage roads that don't seem to be enhancing the traffic at all and they will not work for us.	See responses to Hillsborough-Wade Common Comment #1 and #10.
T-036	Hillsborough-Wade	Design	1	But do we need stoplights in the middle of the interstate highway interchange? No. Is there an alternative to do this without stoplights? They can narrow that footprint. They can stay within the existing right-of-way. Yes. Mr. Burke...I'm sorry. Kempf was getting to those issues and I'm sure he's going to follow up on that.	The traffic signal is needed to eliminate the back-to-back loop ramps that would occur along westbound I-440 if the loop ramp from westbound Wade Ave to westbound I-440 was retained. The proposed design will operate more efficiently overall based on the forecasted traffic patterns.
T-036	Hillsborough-Wade	Design	2	We see on this project that there's a slimmer fit. It's called the double diverging diamond. Some version of that can be used at Wade Avenue. Not that version. We've got different traffic volumes. But some version can be used at Wade Avenue and the beltline. That will narrow the area needed for the traffic coming in and out of downtown, out to the Research Triangle Park, and it will obviate the need for these service roads, which is the whole reason the land was taken from the club and from Meredith College.	A diverging diamond (double crossover diamond) interchange at the Wade Ave interchange could not process projected traffic volumes for the flyover ramp from eastbound Wade Ave to eastbound I-440 (more than 2,600 vehicles in the peak hour). Design-build teams will be encouraged to propose innovative interchange designs that reduce impacts, while still improving traffic operations.

### Public Hearing Transcript

Doc. No	Location	Topic	Comment No.	Comment	Response
T-036	Hillsborough-Wade	Design	3	There's also an extensive possibility for flyovers. Are they more expensive? Sure. But they limit the impact to Meredith and to the University Club. Use flyovers down to Hillsborough Street. Don't use widened, archaic by DOT's own terms interchange circles. We don't need them anymore. We have design alternatives. Use them.	Replacing the loop ramps at Hillsborough St with flyover ramps would require more right of way than the loop ramps. Also, see Hillsborough-Wade Common Comments #1 and #6.

1 COMBINED PUBLIC HEARING TRANSCRIPT  
2  
3 NCDOT Improvements to I-440  
4 Between Walnut Street (S.R. 1313) in Cary and  
5 Wade Avenue (S.R. 1728) Including Interchanges  
6  
7 TIP Project No. U-2719  
8 Tuesday, August 8, 2017  
9 Wake County, Raleigh, NC  
10  
11

12 Good evening. If you would take your seats so that we can begin. Good evening. I'm Diane  
13 Wilson. I'm a Public Involvement Officer with NCDOT and I'd like to welcome you here this  
14 evening to the combined public hearing for the improvements to I-440 between Walnut  
15 Street and Wade Avenue and this includes the interchange work.

16  
17 Before we get started, a couple of little quick housekeeping things. If you would, silence  
18 your cellphones. This can be very distracting. Also, there are some people that I'd like to  
19 recognize this evening. Two of our Board of Transportation Members were with us this  
20 evening, Valeria Jordan and Nina Szlosberg-Landis. From our Division Office, we have Joey  
21 Hopkins here, Kathy Smith, who is our Division Right-of-Way agent and her staff.

22  
23 *I apologize, this is not picking up really well.*

24  
25 I must say that Kay Crowder and Russ Stephenson from our City Council were here. And if  
26 there is someone else I've missed on City Council, if you would stand up. We also have our  
27 consultants, which is Atkins Global, with Jill Gurak as our project manager. Jill's been in the  
28 other room explaining a lot of things so she may not have made it over here yet. Also, from  
29 Federal Highways, we have Felix Davila here. And Eric Alsmeyer from the Army Corp of  
30 Engineers is with us this evening.

31  
32 We'd also like to recognize a few people from NCDOT from the design section. We have  
33 our Noise and Air, Missy Pair, here. We also have our Public Involvement Group Leader,  
34 Mr. Jamille Robbins with us this evening as well.

35  
36 Tonight, we will be providing information on the purpose of this hearing, the project  
37 overview, alternatives, the cost and impacts, right-of-way acquisition and relocation  
38 assistance information, the next steps, and then we'll get to the public comments.  
39

40 Now, everything tonight is being recorded and a transcript will be made. If you'd like a copy  
41 of that, you can note that on your comment form, or you can send me an email. And my  
42 email address and our mail address is inside of your handout.  
43

44 The *purpose of this public hearing* is to inform you about the Environmental Assessment  
45 and that's the National Environmental Policy Act document. It will also explain the purpose  
46 and need of the project, will present an overview of the detailed study alternatives, and we'll  
47 get your input on those alternatives. Now, understand that there is a large amount of  
48 information to be provided tonight, okay. So, I'm gonna ask you to bear with me. I will get  
49 through it as quickly as I can. But efficiently cover things so that you do get the information  
50 you need. And then we'll get to the public comments. And everyone who wishes to speak  
51 tonight will be afforded an opportunity to speak. Again, we are recording this and a  
52 transcript will be available.  
53

54 *Your input* is absolutely vital to anything that NCDOT does, especially projects. Whether  
55 your comments are verbal or written, whether they're mailed in on a postcard, or a letter is  
56 sent, or your comment form is turned in, it doesn't matter. They all carry the very same  
57 weight, okay. We urge everyone to participate. Again, you know, the hearing is being  
58 recorded and you're afforded the opportunity to have a transcript if you'd like.  
59

60 We've also launched an *online public engagement platform*. The address is here and it is  
61 in your handout as well. We'd encourage you to go there, okay. There are questions about  
62 and information and maps about each individual interchange that we're looking at and the  
63 mainline. We'd ask you to go there, provide your feedback on that. It's a simple and easy  
64 checkbox type thing. Again, please visit that.  
65

66 Now, *what happens next?* A post-hearing meeting will be held. And at that meeting, all  
67 comments received on or before August 22<sup>nd</sup>...that's on or before August 22<sup>nd</sup> because that  
68 is our public comment deadline. We have to set one. Everything that we receive prior to that  
69 will be discussed at that meeting. We'll coordinate with our environmental agency partners  
70 and a preferred alternative will be selected.  
71

72 Now, the final Environmental Document, which is a Finding of No Significant Impact, or as  
73 we like to say a "FONSI"...I know...will be published. And it will list the decision, the  
74 responses to the comments that we received, and additional information.  
75

76 *I know it's going to change. There we go.*  
77

78 Please remember that NCDOT considers safety, human and natural environment impacts,  
79 traffic service, cost, and public comments. All of these things are considered when we're  
80 making a decision on a project. It's not one or the other.

81  
82 This is a list of where the EA, the document, and the hearing maps have been available.  
83 You'll notice the project website is on there and those documents are available there at this  
84 time and will continue to be. This is a State-Federal Aid project, which means that it will be  
85 built under the State-Federal Aid Highway Program. And financing will be 80% federal funds  
86 and 20% state funds.

87  
88 Now, it's important to note that I-440 has statewide and regional importance. And especially  
89 in our area, it's a critical link to our roadway network here in the Triangle region. It forms a  
90 partial loop around the north, east, and west of downtown Raleigh. It also, this section...this  
91 roadway section is about 6-miles in length, the project section. It's located in an established  
92 mixed use urban area. That means we have neighborhoods, parks, and commercial areas,  
93 as well as schools, along the corridor. And it provides a route to several major destinations,  
94 which are located in or very close to the project area. And you'll see those here.

95  
96 So, we move to *why do we need this project?* Well, this is the oldest section of 440. It was  
97 constructed in 1960, probably before a lot of you were even born. But some of us remember  
98 it being completed. And really, it's the only two-lane section of 440 that remains, okay.  
99 Three issues that we're looking at in this project area is the capacity, which is the ability to  
100 handle the traffic demand. The geometry, which is the layout of the roadway and the  
101 interchanges, and the condition of the pavement and structures. And it's kind of important to  
102 note, they're 15 bridges along this project area. Six of them don't meet the current minimum  
103 federal roadway and bridge design standards. Six of those 15. And three of them need  
104 maintenance and repair right now and ultimately rehabilitation or replacement. That's a lot of  
105 work in this area.

106  
107 The Environmental Assessment, which is our NEPA document, the National Environmental  
108 Policy Act document, summarizes the potential environmental impacts and benefits. Not just  
109 the impacts, but the benefits in the area. It explains why the project is proposed. It outlines  
110 alternatives that were considered. And it documents the proposed avoidance/minimization  
111 and mitigation for resources...the measures that are being taken. It includes technical study  
112 information and analyses. There is a lot of good information in this document. I shouldn't  
113 say a lot, but there's a good deal of information in this document. And it's something that  
114 you should pick up and browse. We have it in a new reader friendly format, which I  
115 personally love. And it's easy to understand information and it makes sense. The final EA  
116 document for this was signed on June 23, 2017 by NCDOT and Federal Highways.

117

118 And right out of that EA, the *purpose of the project* is to improve traffic flow, make the  
119 roadway operate more efficiently, and enhance mobility on this section of I-440. The project  
120 will address the need to increase capacity, improve the layout of the roadway and  
121 interchanges, and fix poor conditions along this segment of I-440. And for those who drive it  
122 frequently, you're familiar with the potholes and other things out there. This will certainly  
123 [sic] designed to fix that.

124  
125 So, *how do we fulfill that purpose?* Well, we widen I-440 from four lanes to six lanes;  
126 adding an additional lane in each direction. We eliminate the bottlenecks at both ends of the  
127 project. That'll be assisted by adding those additional lanes. We'll reconstruct the  
128 interchanges, because as we learned, many of those don't meet the current standards.  
129 We'll replace structures. We know they need to be done. And we'll repair the pavement  
130 conditions.

131  
132 Now, while we're doing this planning, it's important to note that Section 4(f) resources are in  
133 play. This is what we call Section 4(f) of the U.S. Department of Transportation's Act of  
134 1966 and I believe it's been updated twice. It gives special protection to public parks,  
135 recreational assets, and historic resources, okay. This is a list of the historic properties in or  
136 along the project corridor and our recreational areas. As you can see, there are quite a  
137 number of them. It's important that you know that all of the build alternatives under  
138 consideration for this project would to some extent affect parks along the project study area.

139  
140 Now, if an agreement can be reached that the project wouldn't adversely affect the  
141 activities, the features, or the attributes of the resource, so in this case the parks, what's  
142 called a "de minimis impact determination" can be issued. Federal Highway and the Federal  
143 Highway Administration and NCDOT provided public notice of a proposed de minimis  
144 impact determination under Section 4(f) for the project's potential effects in the study area.

145  
146 So, then we moved into those alternatives. We had a multi-step screening process. What  
147 happened is the first screening evaluated the ability to meet the purpose of the project. If the  
148 alternative didn't meet that, it was removed. Second screening compared sketch designs  
149 and eliminated those that were unreasonable. They were impractical. They had much higher  
150 impacts or less improvement to traffic flow. Then we moved to the third screening. These  
151 were reviewing developing more details of compared alternatives based on the ability to  
152 operate and the potential impacts. So, a table showing those benefits, as well as, the maps  
153 of each alternative are in your handout. This is just so much on there. They are listed in  
154 there so that you can compare them.

155  
156 The typical section for I-440 at this time is planned as three 12-foot lanes in each direction.  
157 Let's see if I can find the pointer that can point out for you here. There will be the three

lanes in each direction and they will be 12-foot lanes there. There will be a 12-foot inside lane and a 12-foot outside. Those are shoulder lanes and a 2-foot wide median barrier in the middle. That's the current plan. However, based on possible cost sharing with the City of Raleigh, there's a possibility to where practicable, to put in a 10-foot wide planted median. Now, it's important to note that currently what we see on here is...that is not reducing that inside shoulder lane, it would be widening the roadway itself, okay. And again, there's maps of the alternatives and benefits and these typical sections are in your handout.

Now, moving into those alternatives. We'll start at the west end over near Cary. At the I-440 interchange, widening I-440 only, one lane in each direction with those shoulder lanes was selected. Because there was little or no impact to the surrounding land uses. There was also little or no impact on Walnut Creek. It would improve the traffic flow and it would provide the most flexibility for future project on I-40. And we have two of those currently listed in the STIP. They are I-5703, which is to reconstruct the I-40/I-440 interchange and that's scheduled in 2022. And I-5704, which is to add lanes to I-40 in 2022 as well.

And I apologize. I know that numbers are hard to keep up with and remember. But many of these have big long names that are just as hard to remember.

At Jones Franklin Road. Jones Franklin is proposed for the most flexibility for the projects in the area of I-40. Those two projects we just saw are...it would be for us to upgrade the existing. It's a partial...oops...excuse me...yes upgrade the existing partial clover. Okay, there are several things that would happen here. One, like I said it wouldn't require changes to I-40 or the I-40 interchange ramps. And as people in this area know, this is kind of a tough interchange here. It will...by adding a lane, we will retain the weaving area along eastbound I-440. It will extend an extra lane under the 440, the Jones Franklin Bridge, which will increase merging and weaving distances, which is a big issue at the moment and that will improve the traffic flow.

The impacts to the southeast quadrant of the interchange, which is this area down here, to the office parks and the electrical power towers is less than other alternatives that were looked at. The traffic flow on Jones Franklin Road would be improved because we would be widening some of Jones Franklin Road to four lanes and realigning the Fort Sumter Road...oops are we not showing...oh, Fort Sumter Road intersection with Jones Franklin to line up with the off ramp. And it would be at a signalized location, okay. For those who are familiar with the area. I grew up in that area and I know that at the moment is 2 lights back-to-back and it can be kind of a pain to go through there.

Now, at Capital Center Drive. Currently, Capital Center Drive comes in almost adjacent to the off ramp. So, what we would do is...the proposal is to close that exit, extend Denise

Drive and make that the entrance with a signal, so it would be away from the interchange, further from the interchange and that backup with people trying to come out and turn left would be much better, okay. It'd be a longer, longer cue there. Now, under this proposal there would be 23 residential relocations and 7 business relocations. And you'll note that is due to a lot in part to here at Fort Sumter because that is apartments there, the Fort Sumter Apartments.

Okay, at Athens Drive, 2 alternatives are presented. One, which is the replace the bridge in place, has the least impacts to the surrounding land uses and resources. It would mean though that the bridge would be closed for up to a year and so a temporary offsite detour would need to be used for about a year. This is the least expensive alternative.

And we could also look at replacing the bridge to the north. Now, this of course, would cost more because we need to buy new right-of-way. The bridge would remain open during construction because there's no need to close it until it's finished. And there would be impacts...whoops, sorry...and it is the more expensive because there are, I believe, at least 5 residential relocations. Now, sidewalks and bicycle lanes would be added to Athens Drive under either alternative.

At Melbourne Road, there are also 2 alternatives. One is to replace the bridge in place. That has the least impacts, again, to the surrounding land uses and resources. Again, it means the bridge would be closed for up to a year and a temporary offsite detour would need to be used. Again, that is the least expensive.

However, we could look at doing...building a bridge to the north. This way the bridge would remain open during construction, as with Athens. New right-of-way would be needed. And there would be impacts to the homes on the north side of Melbourne Road. Both alternatives will retain the existing half interchange. There will be no change to that. And both alternatives would close the existing Deboy Street connection to the off ramp. And Huntingdon Drive would then become the route.

Okay, Western Boulevard, a number of alternatives were explored for Western Boulevard. But the double crossover diamond was selected. This is also known as a "diverging diamond". It's not a very common type interchange in this area but we are seeing more and more of them. It has the best traffic operations of all alternatives that were considered. It removes the existing left merge flyover ramp from western 440, which you know we all love. Love trying to merge in with that traffic. We'll accommodate bicycles and pedestrians too along Western and in better fashion than the current multi-use path that's there. There will be little new right-of-way and impacts to surrounding property is minimal. There would be 1 residential relocation under this proposal.

238  
239 Now, at Ligon Street. We're all familiar with the little culvert on Ligon Street. There are 3  
240 alternatives being considered here, okay. The first is to extend the existing culvert, okay.  
241 That could be done and it is certainly the least expensive, okay. There would be 7 business  
242 relocations along Brookhaven Drive. Those are going to happen no matter which alternative  
243 we pick. But this is a one lane culvert. And I don't know if everybody has had a chance to go  
244 through there but it is a one lane small culvert. It was included in the original construction to  
245 retain the connection between the cemetery and the Method Community, okay. That was its  
246 purpose. And that's the Oak Grove Cemetery.

247  
248 Extending the culvert would allow it to continue its original use. However, buses can't use  
249 that current culvert due to the size of it. It's not consistent with the City of Raleigh's future  
250 plans. It is the least expensive and there are no residential relocations.

251  
252 Now, 2 other alternatives are being considered. We have a bridge to the south and a bridge  
253 to the north. Either of these alternatives would build a two-lane bridge over I-440 to replace  
254 the culvert, okay. Neither impacts the historic Oak Grove Cemetery or the Oak Grove  
255 Baptist Church, which is at the corner of Ligon and Method Road. We've been told that NC  
256 State and the City of Raleigh were interested in upgrading the Ligon Street crossing to a  
257 two-lane bridge to improve the bus traffic and pedestrian and bicycle access. And I  
258 understand that there's also a plan to extend Ligon Street, eventually, to Blue Ridge Road.

259  
260 So, we look at the bridge to the south and the bridge to the south is the medium cost. The  
261 extended culvert was the cheapest. Bridge to the south is the middle cost. There would be  
262 an adverse effect, not an impact, but an effect because we'd be bringing the road closer to  
263 the Oak Grove Cemetery. There still would be those 7 business relocations and a NC State  
264 research facility would be displaced, possibly relocated to another building.

265  
266 Now, the bridge to the north is the most expensive. There are no adverse effects on the Oak  
267 Grove Cemetery. There's the same 7 business relocations. But they're also 10 residential  
268 relocations. And as you can see on the maps, see if I could point over here, that would be in  
269 the apartments here, okay.

270  
271 Now, we move to the one that everybody is excited about. Let's go to Hillsborough-Wade.  
272 Hillsborough-Wade, there are 3 study alternatives up for consideration; the one flyover, two  
273 flyovers, or a slight detour alternative at this time.

274  
275 The one flyover, approximately 16.9 acres of right-of-way would be needed from Meredith  
276 College. And I should tell you that...oops I don't see my note...on either of these  
277 alternatives, approximately the same 19 acres, roughly 19 acres would be needed from NC

278 State, okay. Under the one flyover, vehicles from Hillsborough can access eastbound 440,  
279 the inner beltline, directly and there is little change in views of or from the Reedy Creek  
280 Pedestrian Bridge, okay. This is the middle cost of the three.

281  
282 On the two flyover [sic], approximately 13.5 acres is needed from Meredith; just a little less.  
283 The same 19 roughly from NC State. There would be a change in views to and from the  
284 Reedy Creek Bridge. As with the one flyover alternative, vehicles from Hillsborough can  
285 access eastbound 440 directly. This is the most expensive, the two flyover. It is the most  
286 expensive based on of course the bridges and things.

287  
288 Now, on the slight detour, approximately 14.5 acres of right-of-way would be needed from  
289 Meredith College, same 19 from NC State. There would be little change in views to or from  
290 the Reedy Creek Pedestrian Bridge. With this alternative, vehicles from Hillsborough need  
291 to travel down to the Wade Avenue intersection to get on eastbound 440, okay. But it is the  
292 least expensive.

293  
294 Now, I should note that we just had an update to the historic boundary for Meredith College.  
295 It now comes more up along this and follows the roadway here, okay. And a meeting was  
296 held and I apologize, I'm going to have to take a quick look at this. A meeting was held  
297 today, based on visualizations prepared by Atkins, our consultant, and information  
298 submitted by Meredith's representatives, the Federal Highway Administration and the State  
299 Historic Preservation Office have concerns about potential viewshed impacts of the slight  
300 detour alternative near the northern edge of the historic district. Any additional questions  
301 could be fielded by Mike Dobson of Federal Highway Administration and Mary Pope Furr  
302 from NCDOT.

303  
304 And traffic noise, NCDOT has performed noise analyses and an initial traffic noise report  
305 has been prepared, okay. We'll complete additional noise studies and make final decisions  
306 about where noise walls could be constructed where they would be feasible and  
307 reasonable. I can mix those two words. But the determination on whether a noise wall is  
308 feasible and reasonable may change as a result of additional noise studies, changes in the  
309 project design, or public involvement process. The current walls along 440 are brick and  
310 that is an enhancement to our standard noise wall. So, brick walls can be constructed if the  
311 City of Raleigh agrees to cost sharing.

312  
313 Our *project cost*, this is a table that is in your handout. You'll notice that the cost of the  
314 project overall varies from 450 to 475 million dollars start to finish. That is based on a range  
315 of alternatives that could be selected, okay.

316

317 Our *project schedule*, you'll see that the first public meeting on this project was held in  
318 December of 2012. The second public meeting was held in November of 2014. And we  
319 published our final Environmental Assessment Document, the EA, in June of 2017. And  
320 here we are at the combined public hearing. We anticipate that we'll select a preferred  
321 alternative during September. The final environmental document that FONSI should be  
322 published, we think, in November of 2017. And then at this point, schedules are subject to  
323 change. We anticipate right-of-way acquisition and construction beginning in February 2018.  
324

325 Now, under the *right-of-way acquisition* and *relocation assistance process*, NCDOT's  
326 policy is to contact affected property owners and construct a property appraisal. We treat all  
327 owners and tenants equally. The Right-of-Way Agents will fully explain the owner's rights,  
328 provide fair market value for property, and provide relocation advisory assistance. Now, on  
329 the relocation assistance, say if your business or residence is to be acquired as part of the  
330 project, additional assistance in the form of advice and compensation is available.  
331

332 This project will be constructed as part of what we call the "Design-Build" process. And this  
333 is a process where it's a little different that most normal projects. It allows NCDOT to hire a  
334 team of designers and contractors who are responsible for the design, the right-of-way  
335 acquisition, and construction of the process, okay. So, they can begin construction of one  
336 portion of the project while they finish up the design and purchase right-of-way on another.  
337 Usually, this results in faster completion.  
338

339 Now, some other potential benefits to the Design-Build project can be innovative solutions  
340 that save time and money, resources. They can be a big help and they can reduce impacts  
341 and provide for quicker resolution of problems that arise during the design and construction  
342 of a project. This process also can provide additional alternatives or modifications to the  
343 existing alternatives, which could help with cost or impacts.  
344

345 Now, in order to minimize traffic disruption, knowing that there is a lot going on the project to  
346 upgrade the at-grade rail crossing on Hillsborough Street at Blue Ridge Road, which is  
347 known to us as State Transportation Improvement Project No. U-4437, will be constructed  
348 at the same time as the I-440 Walnut to Wade. It will be awarded and constructed along  
349 with this. And a public meeting will be held sometime in the near future about that project to  
350 bring people up to date.  
351

352 Now, *public comments*, again need to be received by August 22<sup>nd</sup>, okay. You can leave  
353 the *comment sheet* in the comment box tonight. You can mail or fax the comment sheets  
354 in. That information is in your handout. You can email comments. They don't have to be on  
355 that form. You can also speak at the hearing tonight, and we do have a number of people  
356 speaking. I'd also like to remind you to go online to our public engagement platform, take a

357 few minutes, walk through this, and give us your input. There is a link to this on the project  
358 webpage.  
359

360 Now, we'd like to...we really appreciate your assistance in meeting our obligations for data  
361 collection for public involvement under Title VI, of the Civil Rights Act of the National  
362 Environment Policy Act. You can do this by filling out the *voluntary Title VI Form*. It's a  
363 survey that's in your handout packet. You can place it in the comment box or you can mail it  
364 back. It's a completely anonymous form. But it helps us to better prepare for our future  
365 notifications and our presentations. We know who we're reaching.  
366

367 So, now we're going to come to the public...alright, we have 2 corrections here and thank  
368 goodness, we have Joey here with us. When you look in your handouts, the schedule in the  
369 handout has been updated and it was not updated on the presentation. We go back to our  
370 schedule...pardon me while I do that. Where it says February 2018, that should say July.  
371 So, it has been updated to July. That's why they say it can change. But it is correct in the  
372 handout and then there is an item mislabeled and I flip all the way back to that but the two  
373 flyover alternatives actually has an incorrect map on there. It has the one flyover alternative  
374 and I apologize. We did not catch that in proofing. So, all those maps are available online on  
375 the project website. And the address for that is in your handout.  
376

377 So, now we're going to come to *your comments*, the most important part of tonight's  
378 meeting. Now, that you understand how things are working. This is the most important thing.  
379 I'm going to open the comment session. All comments are being recorded. We do have a  
380 list of people who have signed up to speak tonight and I will call them one at a time. You'll  
381 have 3 minutes to present your comments, okay. I'm going to ask that you hold to that 3  
382 minutes. If you have additional comments to make after the 3-minute period, we ask that  
383 you hold those until the end when everybody has had a chance to speak, and then come  
384 back up and finish your comments, just to be courteous to others.  
385

386 I also will ask that you understand that people have different opinions and that's one of the  
387 great things about America. We can disagree on things. But in so doing, we ask that we  
388 don't heckle each other. We don't clap if we like something because unfortunately the  
389 recorders pick up the clapping and not the comments. So, I ask you to kind of do the same  
390 thing that you would like done for you. Follow that golden rule and say, "what would I want  
391 people to do for me"? So, if you would do that, that would be absolutely wonderful.  
392

393 We ask when you step up to the microphone that you speak directly into the microphone.  
394 We've had people turn aside and sometimes their comments are not completely caught. We  
395 need you to state your name, your address, and then provide your comments, okay. So,

396 when we do that, that means the first speaker tonight is Mimi Watts followed by Leslie  
397 Watts. Just step to the microphone right there.

398 **T-001**

399 **Mimi Watts:** Hi, I'm Mimi Watts and I live at 1421 Ashburton Road, Raleigh, North  
400 Carolina 27606. And I've been a member of the University Club since I was 6 months old.  
401 When my brother and I were growing up in west Raleigh, the only thing we could think about  
402 is when we're going to the pool again. I've so many memories connected to the pool. Like  
403 the first time, I won a game of fever, which is a tradition that could never be forgotten. When  
404 I made my coach laugh so hard, she was in tears and when we finally beat our biggest rival,  
405 Seven Oaks a few years ago. I've been on the swim team since I was 3 years old and it has  
406 formed into something that I want to do the rest of my life.

407  
408 I'm endlessly passionate about all of the good things the University Club swim team has  
409 done for me. And the 13-14 girl with the most points scored for our team and I don't know if  
410 I'll have the option to win this award again or any award if we don't have a place to practice  
411 and get better as a 252-person swim team. I hope you understand the impact of expanding  
412 the highway and the devastation it will cause to the kids who are still waiting to win their first  
413 game of fever or their very own most points trophy or if they will have their chance to shine.  
414 Thank you.

415  
416 **Moderator:** Thank you for your comments. This will be Leslie Watts followed by  
417 President Jo Allen.

418 **T-002**

419 **Leslie Watts:** Good evening. My name is Leslie Watts. Currently, I serve on the  
420 executive board at the University Club and I also work at North Carolina State University. I  
421 have lived in west Raleigh since 1993. Most people and perhaps some of you here see west  
422 Raleigh as a thoroughfare. However, I challenge you to see the story of the people who  
423 choose to make west Raleigh their home and who choose to have their businesses there.

424  
425 The drawings that have been released do not seem to have the best entry...the best  
426 interest of west Raleigh or its residents or its businesses in its thoughts. It seems as if once  
427 again west Raleigh's needs are not on the minds of the engineers or DOT. The impact of  
428 the current drawings, specifically Wade Avenue to Hillsborough Street, would negatively  
429 impact over 900 households and over 100 employees at the University Club.

430  
431 The University Club is not a country club. It's a place where current and former faculty and  
432 staff come to visit. It's a place where alumni bring their families and it is a diverse group of  
433 members that promote community activism. Where members and non-members benefit  
434 from the many track out camps and where children realize that our diversity is what makes

435 us better. Our members range in age from newborn to 90 and the countries that they  
436 represent are equally as impressive.

437

438 I encourage you to come up with a more creative solution that we deserve and to begin  
439 seeing west Raleigh and the University Club as a community not just as a place to pass  
440 through.

441

442 **Moderator:** Thank you for your comments. President Allen followed by Barlowe  
443 Harget.

444 **T-003**

445 **Jo Allen:** Good evening. I am Jo Allen, President of Meredith College, the  
446 largest private property entity affected by this project. Let me be clear, we do not believe the  
447 Environmental Assessment even remotely captures the near and long-term impacts to  
448 Meredith College and our almost 100-year-old campus.

449

1 450 Throughout its history, Meredith has been a good partner, a good citizen, and a good  
451 neighbor. But the human, educational, and environmental effects of this project will  
452 significantly impact our ability to thrive and grow for the next 100 years. Previous  
453 transportation projects plus this one will result in a total of almost 1/5 of Meredith's historic  
454 campus being taken over the years. I can think of no other college or university that would  
455 be silent on losing this much land. Meredith has given enough.

456

2 457 Education at Meredith is an on-campus experience. For past projects, NCDOT tried to  
458 minimize the impacts to Meredith's campus. However, no other project has ever  
459 simultaneously taken campus land and inserted high volume and high-speed infrastructure,  
460 lights, and noise directly onto our campus. This project will do all of that and forever change  
461 the character of our campus.

462

3 463 Other than stating that right-of-way will be taken, the Environmental Assessment fails  
464 miserably to address the impacts to the college and the students from the highway. It's  
465 become expressways, ramps, berms, bridges, and flyovers. It is not even mentioned the  
466 effects of the proposed 100-foot tall lightening mast and 45-foot high light poles along the  
467 entire western side of our campus. Trees currently helping with sound and noise from the  
4 468 current beltline will be lost. And we've just learned that we are not eligible for noise walls;  
469 affecting us visually and sound wise 24-7.

470

5 471 The report fails to speak to the visual impacts of highway infrastructure and flyover bridges  
472 that will loom 4 to 5 stories over our campus. The plan will significantly compromise our  
6 473 ability to continue growing in a matter consistent with our 126-year mission and our campus  
474 masterplan, a state recognized designed historic landscape that we've followed for over 50



6 475 years. We will lose the very best sites for future classroom buildings, residence halls, and  
476 athletic facilities, as well as impact our current offerings for high quality instruction, research,  
477 residential living, and commuter service.

478  
479 Meredith College, our 2000 students, 500 faculty and staff, and 21,000 living alumni cannot  
480 well endure additional blows to our campus and they are rightfully agitated.

481  
482 **Moderator:** One minute please.

483  
7 484 Jo Allen: We implore NCDOT and the Federal Highway Administration to  
485 investigate additional design alternatives and methods to reduce the footprint and impact of  
486 this project. Thank you.

487  
488 **Moderator:** Thank you. Barlow Herget followed by James Crisp.

489 **T-004**

490 **Barlow Herget:** Good evening. I'm Barlow Herget and my address is 761  
491 Bishops Park Drive in Raleigh near Fletcher Park. I'm a former Raleigh City Councilor  
492 whose district included much of the land affected by this proposed highway plan. And I am a  
493 member of the NCSU University Club.

494  
495 And Madame Chairman, I was very disappointed in your presentation where you made no  
496 mention of the University Club or the damages that these plans will do to our facilities. The  
497 takings of your current plans will seriously damage or existing facilities and grounds. We  
498 have been an asset and a treasure to the greater Raleigh community, as well as the  
499 university, since Governor Luther Hodges signed the agreement and insisted that this  
500 university property be dedicated for its current purpose.

501  
502 Today, the club continues to be a benefit for the university faculty and their families and  
503 employees, NCSU alumni, members of the Wolfpack club, our 110 employees, civic clubs,  
504 and thousands of Raleigh residents. Some of them are here, I'm sure who are not  
505 members. I suspect many DOT employees and their children like our own children have  
506 used these facilities for weddings and anniversary receptions, to learn how to plan tennis  
507 and golf. Both of which I'm still learning and to learn how to swim. The club is truly a city  
508 treasure that I don't want to lose.

509  
510 We have been careful caretakers and invested millions of dollars over the years on upkeep  
511 and improvements. We're a non-profit organization, not a fancy club, but we have as many  
512 good memories as any student who has attended our great namesake university. I would  
513 hope that the Department of Transportation seriously considers this wonderful history and  
514 this very real Raleigh treasure as you develop your final plans.

515

516 I have kept my comments sincere and brief and as my friend and great North Carolinian,  
517 Betty Ray McCain, once cautioned me, because a brief speech will be much appreciated  
518 and maybe you'll get invited back. Thank you.

519

520 **Moderator:** Mr. James Crisp followed by Alan Tonelli.

521 **T-005**

522 **James Crisp:** Hello, I'm Jim Crisp. I live at 1005 West Lenoir Street in Boylan  
523 Heights. In 1972 as a junior instructor at North Carolina State, I joined what was then called  
524 the Faculty Club, now University Club. My son swam for the team. My granddaughter swims  
525 for the team and has done that since she was 4 years old.

526

527 I have examined very carefully these 3 maps of the area between Wade and Hillsborough.  
528 Two of them, as you've just heard severely impact the 225 acre of Meredith campus. All 3 of  
529 them, even more severely impact the 45-acre University Club, which as Barlow Herget just  
530 said was not even mentioned in the presentation that you heard.

531

532 What looks like a frontage road is west of the expansion along the University's Club  
533 property. It's not a frontage road. I've been told that it is an absolutely necessary feeder and  
534 distributor road because the entries and exits are too close between Wade and Hillsborough  
535 to put anything other than a feeder and distributor road there. I've been told by the  
536 engineers here that it's absolutely necessary. If that's true, the financial damage to the  
537 University Club will be substantial. It will be crippling if not fatal. And it will be fatal if there's  
538 not adequate compensation. Fatal to the existence of the University Club.

1

539

540 Finally, if you put a highway a stone's throw from the swimming pools, one of which is brand  
541 new, at the University Club, you must build that wall, some kind of barrier. Between the line  
542 of sight, between those kids in the swimming pool and the traffic. A barrier between the  
543 dangerous traffic and the children in the swimming pool. A barrier that will stop the  
544 distraction to both drivers and children. A barrier that will stop the runaway car if it happens  
545 to hit a bump the wrong way. A barrier for the noise and a barrier for the very real pollution.

2

546

3

547 The brand new pro shop and snack bar, a year old, is going to be wiped out by this plan.

548

549 **Audience Members:** Oh my God.

550

551 **James Crisp:** And so, the pool will be less than a frisbee throw from the traffic. If you  
552 don't build a wall, then you can't build the road.

553

554 **Moderator:** Thank you Mr. Crisp. We have Alan Tonelli followed by Ken Martin.

555 **T-006**

556 **Alan Tonelli:** Hello, I'm Alan Tonelli. My wife, Beth, and I live at 2128 Clark Avenue  
557 in Raleigh. And we've lived here for 26 years. I'm a long-time member of the NC State  
558 University Club and I know firsthand the value it provides to its 1000 members, to its 125  
559 employees, and the 1000 members are just the names of the people who pay. There are  
560 several thousand more people involved in that community. And also, it's a value at large to  
561 the community and to their families.

562  
563 The current plan to widen I-440 is likely to impact and render unusable enough of the limited  
564 acreage that the club is on to essentially force us to cease operating there. So, this raises  
1 565 the question, is there no way to increase this remaining section of I-440 to six lanes that  
566 does not result in the likely elimination of the NC State University Club and all the benefits it  
567 has provided to the Raleigh community for nearly 60 years? That was short. I'm not  
568 necessary looking for an invite to come back.

569  
570 **Moderator:** Thank you Mr. Tonelli. We have Ken Martin followed by Jane Stuart.  
571 And I just like to remind you all that the verbal comments carry the same weight as the  
572 written comments. So, I know there are a lot of people waiting to speak.

573  
574 Okay, do we not have Ken Martin? How about Jane Stuart?

575 **T-007**

576 **Jane Stuart:** I'm Jane Stuart. I reside at 6032 North Hills Drive in Raleigh. I am a  
577 current member of the University Club. My parents were members of the University Club  
578 pretty soon after it first organized. We are very concerned about the proposed 440 widening  
579 project and the threat or the impact on our facilities.

580  
581 Our facilities are used for a large number of citizens each month. We have 28 different  
582 groups that use our club. We serve over 800 persons with these groups each month. That's  
583 about \$14,000 income we receive. Per month or for the year, it's over \$172,000 from these  
584 groups. Many of these groups represent civic groups and other organizations in our  
585 community, including members and non-members of the University Club.

586  
587 We have a banquet staff who serves these groups regularly. They are dependent upon  
588 employment for their livelihood. We stand to lose 300 parking spaces, which will put us in  
589 jeopardy as handling these groups is where will they park? Again, the project will destroy  
1 590 our main parking lot in front. We may not be able to recover given the time it will take to  
591 lease new land and build replacements. Are you all aware of this and the extent of these  
592 damages?

593

594 My dad or late dad is a professor our science department, as some of you may have had  
595 parents pay the \$5 month, not a fee, but a gift to start a family club for faculty and family  
596 members. Keep the reality that the dream he had will not be taken away by the widening of  
597 the 440 bellline and encroaching on the University Club's property. We're not only losing  
598 trees but also buildings, tennis courts, parking lots, some of the golf course. Please don't let  
599 this potential threat to close down us without another proposal that does not show us losing  
600 all this space. Thank you.

601  
602 **Moderator:** Thank you. Next, we have Jennifer Cates followed by Anna Maria  
603 Taylor.

604 **T-008**

605 **Jennifer Cates:** Good evening. My name is Jennifer Cates. My husband, John  
606 and I live at 2606 Grant Avenue. I am a 31-year veteran teacher at Broughton High School  
607 and I have been going to the University Club for a long time now. And we all here at the  
608 University Club are absolutely heart broken and devastated by the plans that we hear  
609 presented tonight for our club.

610  
611 There are going to be so many people speaking here tonight about the devastation that this  
612 would cause to us and I guess I would like to say that the way I think mostly about it is that  
613 it's just a treasure. And what we have is a treasure in the University Club. And we're a  
614 community. We're a family. We're a neighborhood. And I don't know, you're just going to  
615 have to take me to the insane asylum if I don't have the University Club.

616  
617 There's a bunch of us here who...as we've heard...it was a gift because we felt and I'm  
618 going to talk about the 3 Rs. I need relaxation. I need recreation. And I need rejuvenation.  
619 And that's just not one public school teacher. That's a lot of teachers, a lot of families, a lot  
620 of people who depend on the University Club for their just every single day ordinary  
621 pleasure. Just being able to swim in the pool, and to be able to look at the sky, and to be  
622 able to cheer for the swim team, and to be able to have swimming lessons, and to be able...  
623 I cannot begin to tell...I cannot...there are not words enough. I could write books and books  
624 and books about the pleasure and the joy that the University Club has brought me and my  
625 family and this entire community. Thank you.

626 **T-009**

627 **Moderator:** Thank you. Next, we have Anna Maria Taylor followed by John  
628 Abplanalp. And I'm sorry if I mispronounced that.

629  
630 **Anna Maria Taylor:** My name is Anna Maria Taylor and I'm the current President of  
631 the Board of Directors for the North Carolina State University Club. First of all, I want to let  
632 you know that we are in support of the project, generally, but not with the details specifically.

633

634 My brothers and sisters and I grew up at the Faculty Club. It's where we learned how to play  
635 golf, tennis. We learned how to swim. But more than that it's where we learned how to  
636 engage and be part of a larger community. This is also the place where our children are  
637 learning those very same lessons.  
638

639 However, this project as currently designed will not only jeopardize my extended family, it  
640 will jeopardize the 1000+ member and staff families associated with the University Club. It  
641 will also affect the 50,000+ members that use our club and our facilities annually. It  
642 ultimately jeopardizes the continued existence of the University Club as we know it. Also,  
643 our future generations and our whole community won't have the benefit and the same  
644 opportunities, traditions, or engagement, if this design is not modified.  
645

646 Not only will this road design and the proposed roadway it would eliminate our entire  
647 wooded buffer, most of our nature park. It will eliminate the short course practice facility. It  
648 will eliminate all of our maintenance buildings and bathroom facilities for the golf course. It  
649 will eliminate a substantial portion of our golf course. It will eliminate all of our parking, all of  
650 our tennis courts, our bioretention system, and our new snack bar. It also threatens the use  
651 of our 3 pools and their current location because the right-of-way line will come to the edge  
652 of the pool deck. Whereas, the take of the land will result in a high dollar value, the take of  
653 our traditions, our memories, and the value of the University Club to a larger community is  
654 priceless.  
655

656 Therefore, we are asking respectfully that you go back to the drawing board. This is an  
657 extremely complicated project and it demands and deserves a creative, innovative, and  
658 outside of the box solution. We ask that you solve the traffic flow and congestion problems  
659 with the slightest impact, not only to us, but to all of the stakeholders. And if you're an  
660 engineer graduate of NC State, show us that you can think and do the extraordinary. Thank  
661 you.  
662

663 **Moderator:** We have John...

664 **T-010**  
665 **John Abplanalp:** She said it all.  
666

667 **Moderator:** Okay, thank you John. We have Al Weaver followed by Harry  
668 Nicholas.

669 **T-011**  
670 **Al Weaver:** Thank you. My name is Al Weaver. My wife and I live at 806 Bryan  
671 Street in west Raleigh. I am a member of NC State University Club and I also serve as the  
672 Transitional General Manager. My wife and I have been members of the University Club  
673 since 1983. Now, just over 34 years. I've had the opportunity to manage the club on 3

674 separate occasions since 2003 and also served on the club's Board of Directors over 10  
675 years; serving 3 times as president.  
676

677 We're indeed fortunate to be situated on this approximate 40-acre parcel of land in west  
678 Raleigh and are even more grateful and fortunate that the Z Smith Reynolds Foundation  
679 gifted approximately \$1,000,000 to enable this club to be built in 1961 on land still owned by  
680 the State of North Carolina to be leased to the NC State Foundation to which we hold a  
681 sublease.  
682

683 I know from having served in *(inaudible)* that most of our 950+ member families represent  
684 approximately 3000 persons join our club because of the recreational venues we offer,  
685 especially our pools, tennis, and golf facilities. These 3 outside recreational venues has  
686 provided membership for what any members expect from a similar recreational area.  
687

688 Beginning with the summer of 1983, our 4 children spent much of their summers here. All 4  
689 at one time, were on the swim team but were also engaged with the tennis program and  
690 enjoyed play on the golf course. Some of our children also work there as lifeguards, swim  
691 team coaches, and dining service staff. We currently employ approximately 60 seasonal  
692 workers in these and similar part-time capacities. The absence of any of the 3 recreational  
693 venues would severely curtail our ability to retain current members and attract new  
694 membership and it would also be the loss of endless jobs.  
695

696 Over the past 34 years as a member of the University Club, our family has driven thousands  
697 of times using various routes over Hillsborough Street, Blue Ridge Road, or the I-440  
698 beltline to gain access to the club. I do recognize that this is a section of the beltline that has  
699 not been upgraded. And I also recognize that the parts of our club that are proposed in the  
700 current design to be impacted will severely reduce or eliminate our parking lot and remove  
701 our tennis courts. I see this as an impact that threatens the existence of our club.  
702

703 We have been good stewards of this land and as recently as 2013 received an award from  
704 the City of Raleigh for our water harvesting system, where we capture over 7.3 million  
705 gallons of water annually; including approximately 250,000 gallons from the current I-440  
706 beltline for reuse on our property as irrigation water while also eliminating discharges to the  
707 stream on our property, which ultimately drains into the Neuse River Basin.  
708

709 I appreciate the *(inaudible)* role as highway designers and engineers have who designed  
710 this project. But I respectfully ask you to seek alternative designs that would lessen the  
711 impact on the NC State University Club. Thank you.  
712

713 **Moderator:** Thank you. Next, we have Harry Nicholas followed by Anita Sawhney.

714 **T-012**

715 **Harry Nicholas:** Good evening. Thank you all for being here tonight. I think it's  
716 important that we're all here. I'm Harry Nicholas. I live at 3620 Carriage Drive in Raleigh,  
717 North Carolina. I've been a member of the club for over 25 years. I had my wedding  
718 reception at the club. My 3 kids have all grown up and played at the club. In fact, I have a  
719 daughter at Meredith right now. So, I have a lot of allegiance here and I feel a lot of pain on  
720 both sides of this discussion.

721  
722 But let's get talking about people. I think we've talked about business. But it's about people.  
723 There's 950+ families that are going to be affected by what's going to happen at the  
724 University Club. Those children aren't going to have a place to play, not gonna have a place  
725 to swim. They're not going to have places to go that are safe, reliable, and clean.

726  
727 There's 50,000+ people that attend events at our facilities. Be that they be the ladies...the  
728 republican ladies or the democratic lades, we're glad to have them both. The important part  
729 is that we have over 50,000 people, unique people, so when I go that counts once; 50,000  
730 unique people come to our facility every year.

731  
732 Now, let me add another important aspect of this. There's 110 staff and employees that  
733 work at our club. That's a \$2,000,000 payroll budget that we have every year. Those people  
734 are going to have to find new places to work and new places...and that's going to affect  
735 their families and their work in very real and tangible ways that we need to think about. This  
736 is business there. So, this is their line of work. This is where they go every day to make the  
737 money that they need to live their lives out.

738  
739 So, I want the DOT to think about this. Think about what they're doing to the NC club as a  
740 business and to the people that use it and work there and the disrupt to Meredith and all of  
741 the other people affected all along these roads here. This is important. I urge you guys to try  
742 again. This one is not working.

743  
744 **Moderator:** Thank you Mr. Nicholas. Anita Sawhney followed by Greg Flynn.

745 **T-013**

746 **Anita Sawhney:** Thanks for letting us have our say this evening. I am Anita  
747 Sawhney and my address is 2826 Barmettler Street. And I have been a member of the  
748 University Club for practically my entire life. My dad was on the NCSU faculty, so we were  
749 among the first members. Recent immigrants from India, my dad learned to play golf there  
750 and my mother learned how to swim. My brother and I followed suit with swimming and golf  
751 lessons. We've formed many lifelong friendships there and found a true sense of belonging.

752

753 Forty-five years later, my parents still stay active swimming and golfing at the club at the  
754 age of 81.

755

756 **Audience Member:** Oh wow.

757

758 **Anita Sawhney:** In recent years, I joined the club with my husband and  
759 daughter. It is convenient to our home in University Park. While my daughter was taking  
760 swim lessons, I took up tennis. It was literally love at first sight, like lots of love. And I quickly  
761 became addicted. I enjoyed the mental and physical components and I found it a great way  
762 to stay in shape. In my mid-forties, I finally discovered a fun way to burn calories.

763

764 But even more than that I found a new community of friends, many from my neighborhood.  
765 We enjoy a great workout together while sharing laughs and building bonds. The facility is  
766 our third place. A place outside of home and work where we can engage each other,  
767 socialize, and establish our sense of place. If our clay tennis courts go, so does this  
768 valuable community. And in west Raleigh there aren't really any other affordable  
769 alternatives. It is a very precious gem for our neighborhood and we can't afford to lose it.

770

771 **Moderator:** Thank you. We have Greg Flynn followed by Alexander Winslow.

772 **T-014**

773 **Greg Flynn:** I'm Greg Flynn, 2826 Barmettler Street in Raleigh. My family and I are  
774 members of the University Club, which will be severely impacted by the project as  
775 proposed. You may have heard of the term "manspreading", when a guy sitting on public  
776 transportation spreads his legs wide enough to take up more space than necessary for one  
777 person. This project between Wade and Hillsborough appears to be manspreading onto  
778 adjacent lands; NC State and properties, in particular, with no alternatives provided.

779

780 The facility is an intergenerational, recreational, and social hub for the NC State family of  
781 faculty, alumni, and friends. It provides employment for many. More than just buildings, it  
782 has preserved natural areas and bioretention areas, 9 golf holes, swimming, and tennis  
783 courts; providing physical activities for all ages. The unbuilt areas buffer the vet school's  
784 cow pastures. The clay tennis courts, in particular, are unique for an affordable facility in  
785 Raleigh. The resilience is appreciated by young and aging joints and bones alike.

786

787 The proposed encroachment will eliminate them and the newly constructed field house,  
788 which does not appear on any drawing shown up here, the irrigation pond, and most of all  
789 parking. And relocation of the lease held property will severely diminish the golfing area  
790 enjoyed, in particular, by faculty and retirees.

791

1

792 As an architect, there's no doubt in my mind that a tighter designed can be engineered for  
793 this site. It can be less efficient...I mean it can be efficient, safe, while minimizing impacts to  
794 the NC State property and Meredith property. Less manspreading please, there's room for  
795 all.

796  
797 I'm also concerned that the increased complexity in travel between Wade and Hillsborough  
798 as described in all of the alternatives, with the arrangements of traffic lights will lead to  
799 delays on Wade and force more traffic to use Faircloth to the east to cut between these  
800 streets to avoid delays in congestion. Thank you.

801  
802 **Moderator:** Thank you. Next, we have Alexander Winslow followed by William  
803 Winslow.

804 **T-015**

805 **Alexander Winslow:** Hello, my name is Alexander Winslow. I live at Lake  
806 Cove...1101 Lake Cove Court. I'm here to ask you not to expand the highway into the  
807 University Club. If you do this, the highway will be right next to the pool. If a truck goes off  
1 808 the highway, many children could be hurt or maybe even die. A guardrail will not stop an 18-  
809 wheeler.

810  
811 I have been coming to the University Club with my parents and grandparents for my whole  
812 life. This club means a lot to me and my family. Thank you.

813  
814 **Moderator:** Thank you Alexander. Next, William Winslow followed by Blythe  
815 Clifford.

816 **T-016**

817 **William Winslow:** My name is William Winslow. I've been a member of the  
818 University Club my whole life. Some of my favorite memories with my family are at the club.  
819 I have a picture of me and my great grandma when I was a baby at a Christmas dinner at  
820 the club. The club is where I learned how to play tennis and golf and where I get to swim on  
821 the swim team.

822  
823 Speaking of swimming, did you know that Raleigh is ranked number 7 in the nation for youth  
824 swimming? Part of that is due to the awesome swim teams we have here; including the  
825 University Club swim team, which is ranked 1 or 2 in every TSA Championship for as long  
826 as I can remember.

827  
828 If you move forward with your plan, our club will likely close; shutting the doors to one of the  
829 top swimming club for kids in the county. So, please reconsider your plans for the highway  
830 and allow us to keep the facilities we currently have. Thank you.

831

832 **Moderator:** Thank you William. Next, we have Blythe Clifford followed by Edie  
833 Morse.

834 **T-017**

835 **Blythe Clifford:** My name is Blythe Clifford. I'm a member of the University  
836 Club. Oh...1101 Lake Cove Court in Raleigh.

837

838 **Moderator:** Thank you.

839

840 **Blythe Clifford:** I'm a member of the University Club and have been for almost  
841 my entire life. Some of my favorite memories with my family are at this club. I have played  
842 tennis at the club with my dad and I have watched him teach my sons how to play golf. And  
843 now I get to cheer on my kids and their friends on the swim team. My bridesmaid luncheon  
844 and my wedding reception were held at the club.

845

846 But the club isn't just an exclusive place for members only. Our club offers tennis, golf, and  
847 track out camps that are open to non-members. There is no other facility close to us that  
848 offers those kinds of camps. Many of my neighbors' children attend those camps.

849

850 I've lived in west Raleigh my entire life. We have to continuously fight for resources in our  
851 community. We just won the battle to keep our Athens Drive Library. We've had to beg for  
852 our 2 small playgrounds to be updated. We have one other pool in this community. A small  
853 city pool that isn't slated for upgrades for a long time. Thousands of people, not hundreds,  
854 thousands...thousands of people use our banquet hall and meeting rooms at the club  
855 throughout the year ranging from corporate meetings and trainings to teacher retirement  
856 luncheons.

857

858 Why are they held here? Because there is no other similar facility in our community. Please  
859 reconsider your current plans. Because those plans have the very real potential of closing  
860 the University Club's doors taking away yet another valued resource of our beloved west  
861 Raleigh community; further compounding the concerns shared by my neighbors here  
862 tonight.

863

864 **Moderator:** Thank you. Edie Morse followed by Donna Horton.

865 **T-018**

866 **Edie Morse:** I'm Edie Morse from Capitol City Lumber, one of the oldest  
867 establishments here in this area of Raleigh. Like my neighbors, I'm also concerned about  
868 the Faculty Club. My daughter right now is going to the golf camp there, so I am concerned  
869 about the club and hope that they can do something to help minimize the impact.

870

1 871 But I'm also concerned about the timing of Highway 440 project and the Blue Ridge-  
872 Hillsborough Street project going on simultaneously. This is going to greatly impact Beryl  
873 Road, which is where the Capitol City Lumber is and a lot of other businesses on this road.  
874 How might this affect the flow of traffic during the construction phase? There are many  
875 businesses and establishments between these 2 projects that will be affected.

876  
877 Our business at Capitol City Lumber roughly have three to seven 18-wheelers a day  
878 traveling on Beryl Road to deliver our material. We have about 100 to 150 customers a day.

2 879 And on Saturdays...is our busiest day. If Beryl Road is restricted at both ends, is Pylon  
880 Road able to handle that much traffic? Can my 18-wheelers get up Pylon? Will the  
881 customers be able to find me, if they block Pylon...oh I'm sorry...block Beryl Road on both  
882 sides? So, I would like some consideration. If both of these constructions happen at the  
883 same time, how is it going to impact our businesses? We've been there for 70 years and I'm  
884 hoping to be there a little bit longer. Thank you.

885  
886 **Moderator:** Thank you. Next, we have Donna Horton followed by Janet McDonald.

887 **T-019**

888 **Donna Horton:** Thank you for letting me speak today. My name is Donna  
889 Horton. I'm at 4917 Latimer Road, Raleigh, NC 27609. My husband and I are members of  
890 the University Club. At the time we joined, I did not have 5 grandchildren. I have 5  
891 grandchildren now. Our family and our extended family really now enjoy altogether we love  
892 to eat there and play there in a relaxed, safe, and very clean environment that the club  
893 offers us.

894  
895 I would like to urge the DOT to do all that is possible to minimize the club's impact. I beg  
896 you to keep our children safe and our air clean.

897  
898 **Moderator:** Thank you. Next, we have Janet McDonald followed by William Smith.

899 **T-020**

900 **Janet McDonald:** Janet McDonald, 3020 Ruffin Street, Raleigh. Thank you, DOT,  
901 for making an opportunity for public comment for this very critical community matter. My  
902 parents were charter members of the University Club. My dad was a department head at  
903 NC State. He needed a place to take his university colleagues to lunch and other functions.  
904 The University Club uniquely provided that place. It continues to uniquely provide that place  
905 today.

906  
907 I took swimming lessons at the University Club the first summer the University Club was  
908 opened. I swam in that pool every day as a child. As a teenager, I hung out there with my  
909 friends. As a mother of a very active young son, I was there every night. My child was the  
910 last kid out of the pool. He loved it. His mother needed it.

911

912 I have been swimming laps every night in the University Club for over 25 years. I am the last  
913 person out of the pool every night. I need the pool. It's the place I go to get exercise after  
914 I'm done work. I need it to unwind after work. You may not be aware, this is a saline lap  
915 pool. If you have ever been in a saline lap pool, you will never ever get into a chlorine lap  
916 pool again in your life. I do not have access to another saline lap pool.

917

918 I don't want to be in a lap pool at night and be worrying about seeing traffic, hearing traffic,  
919 smelling traffic, wondering if the traffic is going to end up in my lap lane. I want to be able to  
920 take my grandchildren to the pool in the future. I am exceptionally concerned for all of these  
921 reasons that the amenities at the University Club be maintained in their present form. This  
922 planned construction is very detrimental to that.

923

924 Two factual considerations, the beltline was built before unleaded gas was phased out.

925 What that means is that the dirt in the construction area is full of lead. When the  
926 construction begins, that lead will become airborne in the dust. Airborne and trained lead is  
927 the primary exposure hap way for lead. Children, in particular, are extremely susceptible to  
928 lead exposure. Our water slide where children are every day, all day long, every minute that  
929 the pool is open is right next to the planned construction. The Environmental Assessment  
930 should take an account of this.

931

2 932 Finally, your maps do not show one of our fixtures, which is our new snack bar. It's unclear  
933 how the cost and damages to the University Club are considered in your assessment when  
934 it's not on your maps. Thank you for your consideration.

935

936 **Moderator:** Thank you very much. We have William Smith followed by Katherine  
937 Millican.

938 **T-021**

939 **William Smith:** I'm Will Smith, 3004 Ruffin Street. My wife and I, Nancy  
940 Whelchel and our 2 children have been members of the club since 1997. See, we're going  
941 on 21 years. But I'm here tonight to primarily speak for the university as well as civic  
942 functions of the club.

943

944 The club serves an important function for my academic department, the Department of  
945 Sociology and Anthropology, of which I have been the head for the past 4 years. We have  
946 several events every year including the new student and faculty welcome event, the yearly  
947 faculty retreat, the department end of the year celebration, and often times the department  
948 holiday party has been held at the club. We've also had numerous award ceremonies there,  
949 for the recipients of various North Carolina State scholarships. And so, there's a lot that the  
950 club provides that is not provided for elsewhere within the university at NC State.

951  
952 The facilities, the varied sized meeting places, the ample parking, the quality of the food and  
953 the affordability really can't be beat. If the University Club were not an option for us, we  
954 would simply not have access to an appropriate and affordable venue for the kinds of  
955 events that I mentioned.

956  
957 I can also speak from firsthand experience that the various social events such as weddings,  
958 anniversaries, engagement parties and so forth, they're very popular at the club. We  
959 recently had our son's engagement party at the University Club. And many of the attendees  
960 who are not members of the club, commented to us about what a unique environment the  
961 club provides.

962  
963 The club serves an important function not only for the members but for the countless  
964 university civic and social groups who lack such membership. The proposed I-440 widening  
965 as outlined in all the current plans would result in extensive changes that will make it  
966 extremely challenging for the club to exist in its current state and perhaps exist at all.

967  
968 The club exists because of the voluntary membership of several hundred families. Any and  
969 all of whom must make the decision to maintain their membership in the club or leave. The  
970 proposed modifications could very well result in the demise of the club entirely. Such a  
971 demise will not only impact members but those countless groups that rely on the club for  
972 their academic, civic, and social activities. Thanks.

973  
974 **Moderator:** Thank you. Next, Kathryn Millican followed by Greg Kempf.

975 **T-022**  
976 **Kathryn Millican:** Good evening. My name is Kathryn Millican and I live at 1632  
977 Lorraine Road with my family. I am very pleased to be here tonight. I'm thrilled, thankful,  
978 grateful for the North Carolina Department of Transportation and all you're doing to help  
979 with commuter traffic and traffic all around Raleigh. I'm a Raleigh resident and I'm a  
980 weekday commuter every day of the week. So, I greatly appreciate that.

981  
982 I do like to say, however, as a University Club member, I am disappointed in some of the  
983 designs I've seen here tonight because of the destruction it adds to the club. As we've  
984 heard more than once tonight, the University Club has a very rich tradition here with  
985 university and with the City of Raleigh. But I want to point out that it's just not for the faculty  
986 or the alumni of the university. The University Club is welcome for anyone to join. And when  
987 I say anyone, I mean even those of us who graduated from the light blue school down the  
988 street. Thank you.

989

990 So, the club promotes fellowship and fitness for more than 950 families. That's just not  
991 members. That's families. We are grateful for that opportunity. We are thankful for the  
992 opportunity that we provide to civic groups, businesses, and to the university itself.

993  
994 The proposals we see here tonight would be absolutely devastating to the club. It would all  
995 but ensure our demise. I would urge you not to take action that is so destructive to the club.  
996 I would encourage you to consider action that is both equitable to the University Club and to  
997 our neighbor across the beltline. Thank you for your time tonight.

998  
999 **Moderator:** Thank you. Next, we have Greg Kempf followed by Sharon Lorden.

1000 **T-023**

1001 **Greg Kempf:** My name is Greg Kempf. I live at 2717 Peachtree Street in Raleigh  
1002 and I'm here to speak to the Hillsborough Street Wade Avenue area. I am a member of the  
1003 University Club, but I'm not just speaking about the University Club.

1004  
1005 The designs that we've seen seem to be incredibly out of context with their massive impacts  
1006 to NC State and to Meredith College and to the University Club. That being said, I know a  
1007 lot of work has gone into this.

1008

1009 I do support the Hillsborough-Wade Slight Detour Option but with the following changes and  
1010 this will be a little technical, so sorry. In the Hillsborough Street interchange, NCDOT and  
1 1011 the Federal Highway must include design exceptions for loop A and loop D radiuses and  
1012 perhaps grades, if necessary, to allow the proposed plan to more closely match the existing  
1013 facility. The projected traffic volumes on these 2 loops are low.

1014

2 1015 The signalized intersections at Hillsborough Street should tie in 75-degree skew angle  
1016 instead 90 degrees as are shown. This change does not create any operational problem  
1017 and will reduce impacts to Meredith College, NC State, and the University Club.

1018

3 1019 In Wade Avenue, quadrant A, extend the retaining wall under the pedestrian bridge and  
1020 retain loop A. A design exception for loop A radius should also be considered if it's  
1021 necessary. Since turning traffic has been removed from its ability to influence the mainline  
1022 flow, a loop-to-loop weave like we have today should be acceptable. So, including that loop  
1023 A removes the need to add the additional traffic signal to Wade Avenue. This additional  
1024 traffic signal turns another half mile of Wade Avenue from a free flow facility into a force flow  
1025 facility, which increases delay and congestion. Removing a traffic signal also removes the  
1026 need for ramp BA. Therefore, ramp B and ramp BC can be shifted into this area, which  
1027 reduces impacts to NC State and University Club property. These changes also appear to  
1028 allow adequate weave distances to divide ramp B and ramp CDB and entirely eliminate a

1029 new bridge and will allow the entire footprint of the project to shift further from NC State and  
1030 the University Club property.

1031

4 1032 Alright, at Hillsborough Street, a reduce loop D radius and a slightly skewed intersection  
1033 appear to allow adequate weave distance to tie ramp D to ramp CDC and tie ramp CDC to  
1034 the mainline prior to Wade Avenue. This removes the need to add loop D at Wade Avenue.

1035

5 1036 At Wade Avenue, matching the existing slight skew ramp CDC is shown to tie to Wade  
1037 combined with removal of loop D and shifting ramp DB west, as allowed by the removal of  
1038 ramp BA, will greatly reduce the impacts to Meredith College on both sides of Wade Avenue  
1039 and will remove ramp DB further from the new expanded Meredith historic area.

1040

6 1041 Also, if the weaves on the Meredith College side and the University Club side fall short of  
1042 standards, a design exception for weave length should also be included. The 2 are possibly  
1043 3 design exceptions noted, should be approved in order to reduce massive impacts, to  
1044 reduce project cost, and will match driver expectations for a heavily developed urban  
1045 corridor.

1046

7 1047 Design exceptions must be included in the designs now and must be included in the  
1048 Design-Build RFP. Design exceptions should not be pushed off until later as a major risk  
1049 item to be priced by the private contractors and designers bidding on the project. Design  
1050 changes need to be made now and not wait...

1051

1052 **Moderator:** One minute.

1053

8 1054 **Greg Kempf:** For the hope that one of the design-build teams may come up with  
1055 similar solutions. Retaining walls should be used extensively on the shoulder points of the  
1056 mainline ramps to reduced property impacts. This should not be left to the discretion of  
1057 private design-build teams. These walls should be shown in the designs now because  
1058 retaining walls are more expensive to build than not build. And design-build teams are  
1059 motivated to reduce construction cost not reduce property impacts.

1060

1061 **Moderator:** Wrap it up please.

1062

9 1063 **Greg Kempf:** Design-Build teams are not responsible for the dollar cost on property  
1064 takings. NCDOT has very smart engineers, right-of-way experts, and consultants who can  
1065 preliminarily estimate the cost of retaining walls versus property takings now, not later.  
1066 Show additional retaining walls now will also allow DOT to develop a more realistic  
1067 engineer's estimate for the bidding process.

1068

1069 Two more points. While the noise wall along the University Club property will likely not meet  
1070 objective Federal Highway noise standards, one should be provided for safety  
1071 considerations only. The plan shown shift the I-440 mainline significantly towards the pool  
1072 facility and will severely impact the lifeguards' ability to monitor the pools. A child drowning  
1073 will be a tragic outcome of this project.

10

1074

1075 In fact, the project should include noise walls along the entire length of the improvements  
1076 just like the great walls of Cary just south of this project.

1077

1078 **Moderator:** Mr. Kempf, I'm sorry to interrupt you and I understand that you have a  
1079 bit more. We've run out of time on your 3 minutes. And I know everyone in here got all those  
1080 details, but if you would submit that in writing as well, I would appreciate it.

1081

1082 **Greg Kempf:** Thank you.

1083

1084 **Moderator:** Next, we have Sharon Lorden followed by Edwin Gregory.

1085 **T-024**

1086 **Sharon Lorden:** Hello, I'm Sharon Lorden at 5115 Melbourne Road. I've lived  
1087 there about 8 years and I've lived across the street 15 years before that. I want to start with  
1088 a brief comment regarding the Melbourne Road Bridge. There's many of us in the  
1089 neighborhood who want to move it. But there are many of us that want to keep it in place. I  
1090 know that this is extremely convenient. I use it daily. I go across walking, biking, and many  
1091 of my neighbors who want to keep it in place also use it daily. So, we know that this is going  
1092 to be a huge inconvenience.

1093

1094 But I want to speak for my neighbors...excuse me...that are in jeopardy of losing their  
1095 homes because there's a handful of people who've lived there for a long time and they like  
1096 many others in the other sections of this whole road widening are going to lose their houses.  
1097 And I think we should really think about these people first. So, while its inconvenient, I and  
1098 many of my neighbors are willing to live with that inconvenience for the 9 to 12 months.

1099

1100 The second thing I want to touch on relates to the widening of Melbourne Road. This only  
1101 affects a small number of people but I want to bring it up because currently of the 2 options  
1102 that are being presented, both have Melbourne Road being widened up to 16-feet in certain  
1103 areas and it tapers down to a little bit less than that where it ends. And they want to add  
1104 bike lanes. I am all for bike lanes. I bike. Some of my neighbors' bike. But we're kind of not  
1105 like seeing the point of having these bike lands in a neighborhood road. And in this  
1106 particular case, how it's being shown is it that the bike lanes will be on the bridge and then  
1107 as the road is widened, it tapers down. You've got these 2 bikes lanes that just end; 100-  
1108 yards up from the bridge.

1



1109 I do understand from talking to the DOT that there is a city masterplan. So, I haven't had the  
1110 opportunity to see that yet because I just found out about that this evening. So, obviously,  
1111 we need to take a look at that. But I'm bringing it up because I just want to put it on record  
1112 for any city representatives that are in the audience tonight that there is a handful of us that  
1113 do not want a bike lane that just ends on our small neighborhood road.

1114 So...

1115  
1116 **Audience Member:** Right.

1117  
1118 **Sharon Lorden:** Yeah, so my point of bringing this up, like I said is just to get it  
1119 on the record. And to point out that it unnecessarily takes homes in combination with the  
1120 whole road widening and the bridge. It's going to take homes and it's going to reduce lot  
1121 sizes. The lots are already fairly small.

1122  
1123 So, I guess to wrap it up, you know people have chosen to be in this neighborhood, not just  
1124 around Melbourne and that section but all of these neighborhoods. They've been here for a  
1125 very long time. I've got neighbors, a couple of neighbors that have been here for nearly 60  
1126 years. And people move here because they like the small quiet neighborhood. That's why  
1127 we're all here. We've been here for a long time. You know, I've got a neighbor policeman  
1128 who grew up a couple of houses from where I'm at. He left and he came back with his  
1129 family. And now he's been there for the last 10 or 15 years and plans to stay. And I've got  
1130 an elderly neighbor on dialysis who loves this street. He's one of them that's been here for  
1131 60 years. He doesn't want to go anywhere. He wants to stay like most of us do.

1132  
1133 So, my point is people have chosen this neighborhood for various reasons. They choose to  
1134 stay because they love it. Some because their homes are paid off and its affordable to stay  
1135 here for them. So, I'm just asking for myself and on behalf of many of our neighbors to keep  
1136 the bridge in place, not widen Melbourne Road, and save the homes wherever possible, not  
1137 just on our street but along the whole area.

1138  
1139 **Moderator:** Thank you. Next, we have Edwin Gregory followed by Ed and hoping  
1140 I'm pronouncing this correct...Gehring.

1141 **T-025**

1142 **Edwin Gregory:** Hi, my name is Edwin Gregory. I live at 1302 Walnut Street. I  
1143 grew up the son of a farmer and one of his favorite things was to always tell me about land.  
1144 He would say, "son, you know about land, let me tell you about it. They ain't making no  
1145 more of it."

1146  
1147  
1148

1149 So, having said that for the past 20 years I've been involved with golf program for kids. I  
1150 started down in Florida then I moved to California. For the last 13 years, I've been at the  
1151 University Club. I mentioned Florida and California just to let you know I've been around a  
1152 little bit and there are just no other club like University Club made for kids. They just don't  
1153 exist.

1154  
1155 I do the camps out there as one of the ladies mentioned early. Annabelle is at the camp this  
1156 week. I see parents all the time with their kids with the electronics. In this day and time,  
1157 we're trying to get the kids off electronics and to have a place like the University Club, a golf  
1158 course made for kids. Like I said, there are none. The parents are desperate to see their  
1159 kids get outside and do something. And now to me it seems like we should be building more  
1160 University Clubs and not paving over them.

1161  
1162 And in closing, I'd like to ask, do you know the difference between children and land?  
1163 They're making children every day. Let's make sure they have a place to play. Thank you.

1164  
1165 **Moderator:** Thank you. Next, we have Ed Gehring followed by Justus Everett.

1166 **T-026**

1167 **Ed Gehring:** Hello, I'm Ed Gehring from 929 Pirouette Court. I'm a bike  
1168 commuter who goes across the Athens Drive Bridge twice a day. And I want to say first of  
1169 all, that keeping the Melbourne Road...if the Athens Bridge does close and I'm not offering  
1170 any position one way or the other on that. But if it does close, keeping the Melbourne Road  
1171 Bridge open during that time does nothing to improve traffic...to improve our situation. I  
1172 think the people that go across one bridge or another, Western is a better alternative than  
1173 the others. They just don't connect up.

1174  
1175 But I will say that if they do close the Athens Drive Bridge, we need an alternative to get  
1176 across the beltline on a bicycle. And you can't really expect us to do that at Western  
1177 because its already pretty busy and it's gonna be worse during construction.

1178  
1179 Ditto on Hillsborough. I think the only place that we can safely cross, although it is a couple  
1180 of miles farther, is Beryl Road. And so, I'm with the person that said you know, you've got to  
1181 minimize the impact to Beryl Road. If I can ride up there and ride across, I can ride 2 miles  
1182 farther, get more exercise. But it's flat and I don't have to deal with all the cars that I have to  
1183 deal with at the other crossings.

1184  
1185 So, please if you're not going to maintain traffic across Athens Drive and Melbourne Road,  
1186 at least maintain a crossing at Beryl Road.

1187  
1188 **Moderator:** Thank you. Justus Everett followed by Sarah Green.

1189 **T-027**  
1190 **Justus Everett:** Good evening. My name is Justus Everett. I live at 2012  
1191 Nakoma Place, which is down by Lake Boone Trail. Our shop and office facility is over on  
1192 Beryl Road. We do heavy construction and been a member of the University Club for years.  
1193 My wife's father was one of the founding members. We had our rehearsal dinner and  
1194 wedding reception there. Our daughter had her wedding reception there. We actually built  
1195 the storm water...the award-winning storm water recapture and irrigation pond and facilities  
1196 on the University Club property.

1197  
1198 This is a big impact. It's a big impact on the Meredith side. It's a big impact on the University  
1199 Club side. In talking about things, there are a lot of handcuffs that we have in these design  
1200 elections that has cause the manspreading that you see.

1201  
1202 Apparently, the Bowstring Bridge, which is a pretty bridge has become sacred. The  
1203 Bowstring Bridge, one of things is the view from the bridge. Well, all I see is asphalt every  
1204 time I'm on the road down. The Reedy Creek Greenway and the House Creek Greenway,  
1205 you can slide the bridge down a quarter of a mile, still have the Bowstring Bridge, still have  
1206 the view coming around the beltline of the bridge, but you eliminate the conflict there.

1207  
1208 We've got some other things. We travel to Texas to visit our grandson and granddaughter  
1209 now. In Texas, they build a lot of bridges. They also at Wade Avenue and Everett Mill Road,  
1210 we've got the Texas turnaround, so you can go down, turnaround, get back, come back up  
1211 the other way.

1212  
1213 We need to look at being able to effectively shrink the footprint into Meredith, shrink the  
1214 footprint on the University Club by...let's take things off and build some award-winning  
1215 bridges to make the traffic work with the Bowstring Bridge now and compress the footprint.  
1216 We want to see it happen because this is where I live. This is where...my life. I go this way  
1217 every day. We've got low boys. We've got trucks. We've got equipment. So, and I'm 100%  
1218 on with Blue Ridge Road working at the same time. I might as well get a Vespa.

1219  
1220 Anyway, thank you. Oh, we really do need a...we need the improvements. But we also need  
1221 to be...but we also need to undo the shackles that are causing the designs to spread in the  
1222 right-of-way areas. Thank you.

1223  
1224 **Moderator:** Thank you. Next, we have Sarah Green followed by Scott Miller.

1225 **T-028**  
1226 **Scott Miller:** I'm not Sarah. I'm Scott, but I'll just go ahead. Scott Miller...I live at  
1227 410 Jones Franklin Road. So, I live on the...I kind of guess the north part of the map and  
1228 my Jones Franklin property number 154 on this map and besides taking my yard away and

1229 having the road at my front doorstep, there's a concrete median also slapped in front of my  
1230 house.

1231  
1232 And so...

1233  
1234 **Audience Member:** That's lovely.

1235  
1236 **Scott Miller:** Yeah, and so its...you know these drawings are done. I'm sure it's let's  
1237 put a line here and four lane this, we'll pay them off, you know and you're not probably  
1238 thinking that there are 15 residents here. I know most of these families. They all know each  
1239 other. A little more than 50 people total impacted by this. And so, say I come in from the  
1240 beltline and I want to turn into my house, there's a barrier. I can't turn in. How do I get to my  
1241 house? I will have to go down this way, do a U-turn somewhere, cause another traffic  
1242 problem to get to the U-turn to get back to my own house every single day. Leaving my  
1243 house, if I want to turn left, there's a concrete median. I can't turn left. So, go right, go  
1244 across Jones fricking bridge, do a U-turn somewhere and come...you know it's.

1245  
1246 So, I mean the consideration is not thought out very well for this section of our residence  
1247 there. And I would say...I talked to the engineer in the room there. I don't want to just  
1248 complain. I wanted to offer some suggestions as well. Instead of like a concrete median, just  
1249 put a double line...double yellow line, you know in the middle there so we can still turn into  
1250 our houses and out of our houses. I'm kind of swallowing, you know, losing my yard and  
1251 everything. But you know, at least let us turn in and out of our house. It's pretty much cruelty  
1252 what this map is doing. I'm typically a nice guy but this has got me worked up.

1253  
1254 **1** So, yeah get rid of these concrete parts on the north part of Jones Franklin Road where  
1255 there is residences. Just use a double yellow line there so people can come in and out of  
1256 their house. I can have you guys over sometime and you can turn in and out. Thanks.

1257  
1258 **Moderator:** Thank you. Next, we have Meg Blanchard and Jay White. Meg  
1259 Blanchard and Jay White.

1260 **T-029**  
1261 **Meg Blanchard:** Hello, this is Meg Blanchard. I live at 3400 Marietta Court in  
1262 Raleigh. I am an Education Professor at NC State and I'm a member of the University Club.  
1263 I signed up to speak because I didn't think there would be enough people signed up to talk  
1264 about the concerns the University Club has. So, apparently that was unfounded.

1265  
1266 You know, I'm a teacher, so when I look at these plans, what I see is something that's very  
1267 unfair. It's unfair. You have one property that is heavily affected by all the plans that are

1268 proposed. It's unfair. If I was giving this to my students, they would say, this isn't fair. You  
1269 need to fix it.

1270  
1271 It's almost like whoever planned it thought nobody would notice...  
1272

1273 **Audience Member:** Nobody cares.

1274  
1275 **Meg Blanchard:** Who was affected. I mean I'm just kind of shocked. I'm truly  
1276 shocked. I think with the creativity we have in this community, you can do better. That's it.  
1277

1278 **Moderator:** Thank you. Next, we have Jay White followed by Cary Edgar.

1279 **T-030**

1280 **Jay White:** Hey there. My name is Jay White. I'm at 5607 Hampstead Crossing.  
1281 And I'd first like to say, thank you for letting us speak tonight. I'm currently the Director of  
1282 Tennis at the NC State University Club. And as you drive by the bellline at night and you  
1283 see the lights on, those are our 8 tennis courts that we play on every day.

1284  
1285 And currently, in the proposed DOT project, those 8 tennis courts are going to be history.  
1286 And what I want to say tonight is to just give you some background on our facility and what  
1287 goes on at our facility each day at the University Club.

1288  
1289 Currently, we have...in one year, we have 36,500 tennis players that come through our  
1290 facility. Either taking lessons, playing, doing a camp, doing a social, or even a tournament.  
1291 We currently have between...you heard Coach Ed earlier, Ed Gregory, Edwin, golf and  
1292 tennis camp, we bring in about 1,000 campers per year. And that includes spring break  
1293 camps, fall camps. We also have our junior lessons. We have revenue coming in for that.  
1294 And in this plan, there will be no tennis courts. So, I'm not sure if I'll even have anywhere to  
1295 teach. So, this to me is very devastating.

1296  
1297 Our University Club has been very successful in our adult tennis programs. We currently  
1298 have around 60 adults team for U.S.T.A. every year. We've won state championships.  
1299 We're regard as one of the top clubs in the Raleigh area. We also, just for information, for  
1300 U.S.T.A, Raleigh has surpassed Charlotte 7 years ago in U.S.T.A adult players. And to me,  
1301 that's also guest coming in and playing at our club and the clubs around. So, this isn't  
1302 something that is not serious. This is a big deal. Tennis is a big thing here.

1303  
1304 The other thing it affects and I see this is not only our tennis pros, our camp staff, our staff  
1305 at the club, our seasonal staff, and also our counselors in training that learn as they grow up  
1306 to get a job and learn how to do things the right way as they come out.

1307

1308 One comment I do want to share, one of our campers and I know several kids earlier were  
1309 at our camp this past year. This gentleman...this little boy's name was Daschel. And  
1310 Daschel came up to me and he said...he approached me and said, "Coach J, I love this  
1311 camp you're running." And so, here I thought he was going to tell us how great our  
1312 instruction was. So, he paused and he said, "I love the food here. It's great." And he said, "I  
1313 can't wait to come back in 3 weeks." So, this is just example of how tennis cannot only  
1314 impact our club members but also impact the Raleigh area.

1315  
1316 And we know that this job is a very demanding and tough job to please everybody. But all  
1317 we're asking here is that you can see our needs and that you'll take into consideration that  
1318 for the project. So, thank you very much.

1319

1320 **Moderator:** Thank you. Next, we have Cary Edgar followed by Kately Clark.

1321 **T-031**

1322 **Cary Edgar:** To the folks that are left, my name is Cary Edgar. I live at 4917 Liles  
1323 Road, Raleigh 27606. I've been a resident of west Raleigh for 11 years, since I was a  
1324 newlywed. And we moved there on purpose. It's a wonderful part of this community. We're  
1325 now on our second home in our neighborhood.

1326

1327 I specifically wanted to address the Melbourne Road interchange and the plans there. I do  
1328 not envy anyone in the position of trafficker...transportation engineer on any given day but  
1329 particularly not with such a huge project. I do recognize the need to widen the bellline and  
1330 accommodate all of that sprawl from Cary, Apex, Holly Springs, and beyond. However, west  
1331 Raleigh is much more than a thoroughfare for people from Cary to get to other parts of the  
1332 community. And I say that begrudgingly, I was named after the Town of Cary. I do know  
1333 what it stands for. I do not need to be reminded of that.

1334

1335 West Raleigh is indeed a vibrant part of the Triangle, our neighborhood in particular. I live in  
1336 the neighborhood but Melbourne Road interchange feeds directly into. It is an  
1337 intergenerational neighborhood full of people of all incomes and from all walks of life. This  
1338 particular part of the project, I know we've had a lot of speakers from the University Club  
1339 tonight and I'm moved by that. A lot of our neighbors participate and have for generations  
1340 with the University Club.

1341

1342 But our neighborhood simply cannot accommodate the traffic from a four-lane bellline now.  
1343 And it certainly has zero business accommodating traffic from a six-lane bellline in the  
1344 future. It is again a mid-century neighborhood, homes were constructed in the 1950s and  
1345 60s, which we joyfully bring back to life. Most of those streets are very narrow. Most of them  
1346 lack sidewalks. Most of them do not have curb and gutter as well. And so, I would extend an  
1347 open invitation for anyone who is part of this planning process to join me on my

1348 neighborhood walk sometime and then we can re-evaluate whether you would agree that a  
1349 six-lane beltline should be connected directly into my neighborhood.

1350  
1351 So, I would implore you...by the way it is my favorite hobby as I become an old lady, I'm  
1352 really living into that as my favorite hobby to drive through my own neighborhood at 25 mph,  
1353 which is the posted speed limit and then gleefully witness behind me the pile up of people,  
1354 who are not only wanting to speed through my neighborhood because they are coming and  
1355 going from a four-lane beltline; but the volume...the sheer volume of people that line up  
1356 behind me. It is dangerous in an everyday capacity in a car much less on foot or with my 2  
1357 small children alongside of us as we walk to school. And I know that is part of the planning  
1358 process as well, I would implore you to recognize that there is an elementary school and a  
1359 high school within...

1360  
1361 **Moderator:** 30 seconds.

1362  
1363 **Cary Edgar:** Thank you...within walking distance of this interchange. I would  
1364 implore you to reconsider the design at Melbourne Road. Leave the bridge if it is a  
1365 connection between 2 neighborhoods. But I would encourage you to consider removing the  
1366 ramps.

1367  
1368 **Audience Members:** What?

1369  
1370 **Moderator:** Okay, thank you. Next, we have Kately Clark followed by Julia Holt.

1371 **T-032**  
1372 **Kately Clark:** It's hard. It's much hard. Good evening. My name is Kately Clark and  
1373 I'm a student at Meredith College pursuing a bachelor of social work with a pre-law minor.  
1374 I'm also the daughter of a Meredith College alumni. I'm here this evening speaking as a  
1375 concerned student. To urge you to take action against the plan expansion of the I-440  
1376 corridor that will seize a significant portion of Meredith College campus.

1377  
1378 Meredith College campus is the physically embodiment of generations of women and their  
1379 supporters who have sought higher education in order to better themselves and their  
1380 communities. Meredith has unrelentingly in her mission of educating women, despite  
1381 obstacles and adversity she has faced, since the very thought of her was even conceived.

1382  
1383 In a post-civil war reconstruction era, North Carolina's legislative agenda held the rebuilding  
1384 of public infrastructure in higher regard than education of young southern women.  
1385 Nevertheless, she persisted. Private donations, often a dollar or less were collected  
1386 statewide to see that the progressive idea of education for the women and the constituency  
1387 of North Carolina did not die at the hands of state government.

1388

1389 I come to you today in the spirit of persistence that Meredith College has embodied for  
1390 nearly 2 centuries. Today, Meredith College faces the possibility of having the I-440 corridor  
1391 violate her boundaries and take her invaluable acreage with proposed expansion. This  
1392 perspective acquisition of Meredith's property for the purpose of developing the corridor  
1393 brings me as it should you great disappointment. It is very disheartening as a constituent of  
1394 North Carolina and a student of Meredith College.

1395  
1396 Meredith College is still fighting in an archaic battle against state legislature, money  
1397 ciphering, public infrastructure expansion, which suggests that the state appears to value  
1398 the industrialization more than education of women that Meredith College provides on its  
1399 short grounds and campus. And to add on to what President Jo Allen said earlier, Meredith  
1400 College is a very special place and as a daughter of an alumni, anyone who goes there they  
1401 will tell you that you just have to experience it. And there's a tradition at Meredith that Alice  
1402 in Wonderland, it's hard to explain, you do just have to experience it. But any alumni will tell  
1403 you that Meredith College is often referred to as wonderland.

1404  
1405 I just don't want to see my wonderland taken away by what Dr. Allen was talking about with  
1406 the noise barriers and the high lights and the constant come and go of the flow of traffic. It's  
1407 just...it really hurts my heart to think about Meredith College being taken away. That special  
1408 bit of history and the legacy of Meredith College that comes along with that. And that can't  
1409 be replaced and it's invaluable. And that's currently being infringed upon with these plans.  
1410 So, I urge you to take that into consideration with these plans. Thank you.

1411  
1412 **Moderator:** Thank you. Next, we have Julia Holt followed by Shannon Brumitt.  
1413 Julia Holt? Shannon Brumitt? Then we have George Norris. George will be followed by  
1414 Ashley Walker.

1415 **T-033**  
1416 **George Norris:** Hi, I'm George Norris. I live 2609 Clark Avenue. My wife and  
1417 children and I are all members of the University Club. I'd just like to say to some of the  
1418 previous speakers, before I heard you speak, I thought I was a really good public speaker.  
1419 I'm very impressed by some of what my colleagues had to say.

1420

1421 Originally, I was going to talk about...really more of a question. That is if you take the tennis  
1422 courts, do you have to mitigate? In other words, if DOT takes those tennis courts, do they  
1423 have to turn around and either pay or rebuild them? And if that is possible, could those  
1424 tennis courts be built before the old ones are taken up? So, there would be no point in time  
1425 that we didn't have the tennis courts.

1426

1427 But on to the bigger subject of mitigation, I had the fortunate in the past to work for the  
1428 ecosystem enhancement program, which was a program that worked to provide mitigation  
1429 of hard stream and wetlands for the DOT. That being if a wetland or stream was damaged,  
1430 some restoration was attempted to mitigate, to make up for it. Now, what I heard tonight  
1431 really makes me think you can't mitigate. For everything I heard you all say will be lost. And  
1432 if you can't mitigate for the damage, then don't do it.

1433  
1434 **Moderator:** Thank you. Ashley Walker followed by Richard Moore. Louis Dolan?

1435 **T-034**

1436 **Richard Moore:** Hi, my name is Richard Moore. I live at 3201 Brantford Place  
1437 with my family. I've been a University Club member since I was in high school. It was a long  
1438 time ago, like 38 years. Lots of memories; golfing, shorts and tee-shirts, and bare feet,  
1439 riding bikes to the tennis courts, seeing my girls learn how to swim really well, wedding  
1440 events culminating in my niece getting married, a couple hundred people a couple of weeks  
1441 ago. It's really a great place. It's at the top of its game. Seems like it's a lot to give up just for  
1442 two lanes, just two lanes. I could've never imagined the damage to the University Club we're  
1443 seeing here on the maps. Thanks.

1444  
1445 **Moderator:** Thank you. Louis Dolan followed by Josh Hansen. I'm sorry, is that  
1446 Louise?

1447 **T-035**

1448 **Louise Dolan:** Good evening. My name is Louise Dolan. I live at 2321  
1449 Tamarack Court in Raleigh 27612. Thank you, all of you being here tonight. And thank you  
1450 for allowing us to speak even though it's getting late. We're really grateful to you for that.

1451  
1452 I've been a member of the University Club for more than 20 years. I've raised 3 children at  
1453 this club. And they've participated in all of the camps you've heard about tonight; tennis  
1454 camp, golf camp, swim team. And the last child, who's on the way out the door, finally. He's  
1455 been on all those teams and a lifeguard and a wait staff. So, we've been there. We've used  
1456 the club.

1457  
1458 Through all these experiences my children have gained essential physical skills as well as  
1459 learning team work, self-discipline, and respect for their coaches and peers. My children  
1460 have also gained important social skills and a sense of community spirit. On many  
1461 occasions, I've observed my children and the children of all my friends at the club mentoring  
1462 the younger children. It's a beautiful thing to see. There's a community that cares.

1463  
1464 I've watched my children also interact with other adults. Some they know. Some they don't.  
1465 The social skills that they've learned there are just *(inaudible)*. My children have also  
1466 learned a lot of formal matters as they interact with people at the club learning how to serve

1467 themselves at a buffet line properly, helping other children get their plates to the table. They  
1468 learned how to appropriately greet the older members maybe of a family that's there for a  
1469 holiday. Those are all important skills and we will not replace those if we lose our club.

1470  
1471 As a faculty member and NC State Board over 26 years, I have participated at the club in  
1472 countless meetings, workshops, luncheons at the club, retirement parties, my own a few  
1473 weeks ago. And numerous groups meet at our club from all over the City of Raleigh. So, it's  
1474 not just the members. The whole city uses this place. It's been a convenient and easy to  
1475 use location. And we love it. And the City of Raleigh loves it.

1476  
1477 The North Carolina DOT has a plan for widening I-440. All of us that drive on that highway  
1478 know it needs to be widened. But we ask you to consider the plan a little bit better. As it  
1479 stands right now, the entire highway instead of being widened on each side looks like it's  
1480 just moving over onto our side. And we've had several people come up here and ask, why is  
1481 that? Why does it look like we're getting all of it on our property?

1482  
1483 **Moderator:** 30 seconds please.

1484  
1485 **Louise Dolan:** Oh okay, real fast. Without the existing facilities, we will not  
1486 have parking areas. We won't have easy access and the club will no longer offer the very  
1487 things that make it unique to the City of Raleigh. I ask respectfully that you consider the  
1488 plan, consider what you've got here, and maybe consider scrapping the frontage roads that  
1489 don't seem to be enhancing the traffic at all and they will not work for us. Thank you very  
1490 much.

1

1491  
1492 **Moderator:** Thank you. Josh Hansen followed by Jason Hall.

1493 **T-036**

1494 **John Hansen:** I'm Josh Hansen, 1509 Cherokee Drive, Raleigh 27608. I'm a  
1495 University Club member. I have not been here for 30 years or 20 years or 10 years. I've  
1496 been here for less than a year. So, I didn't know about this project when I joined the club.  
1497 So, I'm angry. I'm angry. But I'm really angry when I look at the alternatives that they show  
1498 for this interchange. Because those are not alternatives. Those are the same taking 19  
1499 acres from the University Club and NC State on all three. The impact to Meredith changes  
1500 slightly, 13.5 acres to 15 acres.

1501  
1502 The excuse is that they need continuous movement at the Wade Avenue 440 interchange.  
1503 You've got to understand that. We've got a lot of traffic. The city is growing. But do we need  
1504 stoplights in the middle of the interstate highway interchange? No. Is there an alternative to  
1505 do this without stoplights? They can narrow that footprint. They can stay within the existing

1

1 1506 right-of-way. Yes. Mr. Burke...I'm sorry. Kempf was getting to those issues and I'm sure  
1507 he's going to follow up on that.

1508  
2 1509 We see on this project that there's a slimmer fit. It's called the double diverging diamond.  
1510 Some version of that can be used at Wade Avenue. Not that version. We've got different  
1511 traffic volumes. But some version can be used at Wade Avenue and the beltline. That will  
1512 narrow the area needed for the traffic coming in and out of downtown, out to the Research  
1513 Triangle Park, and it will obviate the need for these service roads, which is the whole reason  
1514 the land was taken from the club and from Meredith College.

1515  
3 1516 There's also an extensive possibility for flyovers. Are they more expensive? Sure. But they  
1517 limit the impact to Meredith and to the University Club. Use flyovers down to Hillsborough  
1518 Street. Don't use widened, archaic by DOT's own terms interchange circles. We don't need  
1519 them anymore. We have design alternatives. Use them. Thank you.

1520  
1521 **Moderator:** Thank you. Next, we have Jason Hill followed by Margaret Wilder.  
1522 Jason Hill? Margaret Wilder? Okay, I would like to thank you all for coming out tonight even  
1523 though some departed early. All of your comments will be transcribed as part of the record.  
1524 Reminder that comments, whether they're verbal or written all carry the same weight so,  
1525 please remember that you can supply this information. Provide your comments. You can go  
1526 to that online website and provide comments as well. We will be taking comments through  
1527 August 22<sup>nd</sup>.

1528  
1529 I do thank you. You can reach any of the project contacts here and their information is listed  
1530 on your handout of how to reach out to us. Please get those comments in. Visit that website  
1531 by August 22<sup>nd</sup> if you have a chance. And again, thank you for coming out. We'll close the  
1532 hearing and please be safe getting home.

1533  
1534 Hearing Adjourned.

1535  
1536 Diane Wilson, Moderator  
1537 Public Involvement Unit  
1538 August 8, 2017

1539  
1540 Typed by Neighborhood Solutions



# COMMENTS AND RESPONSES

*Note: Comment forms and responses are bound separately. Only the table of contents is provided in Volume 1. Volume 2 has the complete Appendix C.*

## C.5 Comment Forms

**Table C5-1: Comment Forms**

Doc. No.	Name	Date	Page No.
C-001	Blanchard, Margaret	8/8/2017	C5-10
C-002	Brummett, Shannon	8/8/2017	C5-11
C-003	Carter, Thomas	8/8/2017	C5-11
C-004	Danskin, Bruce and Phyllis	8/8/2017	C5-12
C-005	Elliot, Lori	8/8/2017	C5-12
C-006	Freemon, Alexander	8/8/2017	C5-13
C-007	Gilstrap, Jesse	8/8/2017	C5-14
C-008	Green, Sarah	8/8/2017	C5-15
C-009	Greene, Lesia	8/8/2017	C5-16
C-010	Gurganus, Susan	8/8/2017	C5-17
C-011	Herget, Barlow	8/8/2017	C5-17
C-012	Horton, Donna	8/8/2017	C5-19
C-013	Imber, Robert	8/8/2017	C5-20
C-014	Jones, Lori	8/8/2017	C5-20
C-015	Mandell, Lee and Martha	8/8/2017	C5-21
C-016	Miller, Scott	8/8/2017	C5-22
C-017	Morton, Doug	8/8/2017	C5-23
C-018	Oakley, Dayle	8/8/2017	C5-23
C-019	Perryman, Peyote	8/8/2017	C5-24
C-020	Quinn, J. Elaine	8/8/2017	C5-25
C-021	Quinn, Michael	8/8/2017	C5-26
C-022	Rindge, Karen	8/8/2017	C5-27
C-023	Tharp, Alan	8/8/2017	C5-28
C-024	Watts, Leslie	8/8/2017	C5-29
C-025	Wheeler, Steve	8/8/2017	C5-29
C-026	None given	8/8/2017	C5-26
C-027	None given	8/8/2017	C5-27
C-028	None given	8/8/2017	C5-28
C-029	None given	8/8/2017	C5-29
C-030	None given	8/8/2017	C5-32
C-031	None given	8/8/2017	C5-32
C-032	APG	8/8/2017	C5-33
C-033	None given	8/8/2017	C5-33
C-034	None given	8/8/2017	C5-34

**Table C5-1: Comment Forms**

Doc. No.	Name	Date	Page No.
C-035	None given	8/8/2017	C5-34
C-036	None given	8/8/2017	C5-35
C-037	Michniak, Liliane	No date	C5-35
C-038	Worsley, George	No date	C5-36
C-039	Walters, Linda	No date	C5-37
C-040	Hartman, Kinny	No date	C5-38
C-041	Clifford, William	No date	C5-39
C-042	Tharp, Kathryn	No date	C5-40
C-043	Juntilla, Karen	No date	C5-41
C-044	Peterson, Stephen	8/28/2017	C5-42
C-045	Walmer, Alexis	9/5/2017	C5-43
C-046	Greer, Hattie	9/5/2017	C5-44
C-047	None given	9/5/2017	C5-45
C-048	Wentz, Shirley	8/31/2017	C5-46
C-049	King, Phil and Poole, Sandra	No date	C5-46
C-050	Fisher, Phillip	No date	C5-48
C-051	Kress, Stephen	No date	C5-48



Comment Forms

Document #	Location	Topic	Comment #	Comment	Response
C-001	Hillsborough-Wade	Eliminate Hillsborough Interchange	1	Eliminate Hillsborough Road exits. Eliminate the separate offramps.	See response to Hillsborough-Wade Common Comment #10.
C-001	Hillsborough-Wade	Alternatives	2	Every single plan takes 19 acres from the NC State property and about 1/2 their facilities. It brings high speed traffic dangerously close to children and families!	See responses to Hillsborough-Wade Common Comments #1 and #5.
C-001	Hillsborough-Wade	Alternatives	3	These plans all extremely impact one property: The property of NC State's University Club. It is unfair. It will decimate about 1/2 of the facilities and raise the noise. I believe it will close the only west Raleigh club. It serves approximately 50,000 people in Raleigh and employs hundreds of people.	See responses to Hillsborough-Wade Common Comments #1, #2, and #4.
C-001	Hillsborough-Wade	Alternatives	4	It will cost millions of dollars to pay for all of the destroyed facilities and prevent the parking to ever be up to code. As a faculty member of NC State and a member of the NC State University Club, I am shocked at how high the impact is to this one property. How can this be allowed? I am stunned at these plans.	See response to Hillsborough-Wade Common Comment #1.
C-002	Jones Franklin Rd	Water resources	1	Reduce/prevent flooding at Brookhill Townhomes located off of Dana Drive. Consider replacing the existing (3) 10' X 10' culverts with a bridge or similar to increase the flow and reduce back-up of water flooding the property.	A Preliminary Hydraulic Report was prepared for the project (2017), as summarized in Section 3.9 of the EA. The report states there are three 9' x 10' box culverts that carry Walnut Creek under I-440, and notes that flooding has occurred upstream at the structures on Dana Dr. The report recommends that accumulated silt be removed from the existing box culverts and that the existing culvert from the Capital Center Dr area that connects to the box culverts under I-440 be disconnected and replaced with a new separate culvert. These actions will reduce backwater at the inlet to the Walnut Creek box culverts.
C-003	Ligon St	Right of way	1	Ligon St. Bridge to South I am strenuously opposed to this option because it will cause a Federal building at 3127 Ligon St. to be demolished. The fed. Govt. has a 50 year lease on this property.	Comment acknowledged.
C-004	Melbourne Rd	Design	1	Please consider eliminating the exit ramp altogether. This is the only exit ramp that goes directly into a residential road. Having 6 residents lose their homes is not necessary.	See response to Melbourne Road Common Comment #1.
C-005	Hillsborough-Wade	Design	1	Please consider moving lanes in and not taking the University Club away (19 acres!)	See response to Hillsborough-Wade Common Comment #1.
C-005	Hillsborough-Wade	Eliminate Hillsborough Interchange	2	Consider other options like doing away w/ Hillsborough exit.	See response to Hillsborough-Wade Common Comment #10.
C-005	Hillsborough-Wade	Design	3	Please build a wall to protect the Uclub, too.	See response to Hillsborough-Wade Common Comment #5.
C-006	Western Blvd	Noise	1	Please consider a noise wall for the property owners of Fairway Ridge. Also, my home at 1400 Fairway Ridge will be located on an Interchange, and will be affected by noise, lots of noise.	A noise wall is preliminarily recommended for the area along I-440 adjacent to Fairway Ridge Rd.
C-006	Western Blvd	Right of way	2	The less land taken will be the best because of a current garage (in progress) and a shelter (current) located on proposed land (illegible word). My dream lot and house will be affected by this project.	Additional efforts to minimize right of way needs will be investigated during the final design phase of the project.
C-007	Melbourne Rd	Design	1	Remove on and off ramps to I-440.	See response to Melbourne Road Common Comment #1.

Comment Forms

Document #	Location	Topic	Comment #	Comment	Response
C-008	Athens Dr / Melbourne Rd	Noise	1	Limit financial strain which could then allow money to be used for extending the sound barrier wall all the way past White Oak Lake (Athens map 3 I believe). Please consider sound impact across the lake, especially during the Fall/Winter.	The sound propagating properties of the water surface of White Oak Lake were included in the noise models prepared for this area of the project corridor. Tree zones were not included in the noise models of this area, which results in less noise reduction from the roadway to receptors. The homes along Ravenwood Dr and those immediately behind them fronting Athens Dr were included in the noise models. Only the first two homes adjacent to I-440 were predicted to have noise levels that equaled or exceeded 66 dBA Leq, the level at which noise abatement must be considered. A noise wall was modeled for this area and found to be not reasonable based on NCDOT criteria.
C-008	Hillsborough-Wade	Parks and greenways	2	Why do all options cut so far into Meredith along the greenway? Destroying so much nature seems unnecessary.	See responses to Hillsborough-Wade Common Comments #6 and #12.
C-008	Athens Dr	Noise	3	The members of Ravenwood Dr. Would like our small section retested for noise impact (during the fall or winter) considering that a wall will go up on either side of our neighborhood.	See response to Comment #1 in document C-008. As described in Section 3.5.1 of the Environmental Assessment, noise impacts are evaluated using computer models to model future years with the project in place, not by measurements of existing noise levels.
C-009	Hillsborough-Wade	Alternatives	1	Please consider a 4th alternative that minimizes impact to NC State land (University Club).	See response to Hillsborough-Wade Common Comment #1.
C-010	Hillsborough-Wade	Noise	1	Would like copy of noise study conducted in Meredith Woods. Susan Gurganus *****@gmail.com	The project team corresponded with Ms. Gurganus via email on January 22, 2018.
C-011	Hillsborough-Wade	Safety	1	Although noise abatement might not be critical near the NC State University Club, design should consider adding a wall for safety (swimming meets only a few feet away from the ramp).	See response to Hillsborough-Wade Common Comment #5.
C-011	Hillsborough-Wade	Safety	2	We have been careful caretakers and have invested millions of dollars over the years on upkeep and improvements. We are a non-profit organization, not a fancy club, but we have as many good memories as any student who has attended our great, namesake University. I would hope that the Department of Transportation seriously considers this wonderful history and this very real Raleigh treasure as you develop your final plans.	See responses to Hillsborough-Wade Common Comments #1 and #3.
C-012	Jones Franklin Rd	Right of way	1	Looks like more than upgrading existing on the plans I saw at McKimmon Center	The Detailed Study Alternative at Jones Franklin Rd is named Upgrade Existing Partial Clover because the general configuration of the existing interchange is not modified with the project.
C-012	Hillsborough-Wade	Alternatives	2	Think Harder!! Surely there is something you can do to lessen the impact!!	See responses to Hillsborough-Wade Common Comments #1 and #6.
C-013	Ligon St	Noise	1	Just concerned about noise and encroachment affecting the houses on Woods Place	A noise wall is preliminarily recommended for the area along I-440 adjacent to Woods Place, the Method community, and Method Community Park. The preliminary designs for all Detailed Study Alternatives avoid encroaching onto the properties on Woods Pl.
C-014	Hillsborough-Wade	Alternatives	1	All of these options Devastate the University club. I would ask that any choice be changed to minimize the impact in any manner. Even 20 feet would be a huge help to those families who enjoy using the facility.	See response to Hillsborough-Wade Common Comment #1.
C-015	Melbourne Rd	Traffic	1	1. Stoplights at the on/off ramps are not needed. Stop sign works just fine onto Melbourne.	See response to Melbourne Rd Common Comment #3.
C-015	Melbourne Rd	Traffic	2	2. Have to agree with comments about the closing of the Deboy St, exit. This will put extra traffic on both Melbourne Rd and Huntington St, increasing safety and quality-of-life issues.	Traffic currently using Deboy St could use Driftwood Dr in addition to Huntington St to access Melbourne Rd, depending on where the vehicles are coming from. These roads and Melbourne Rd have the capacity to handle this traffic.
C-015	Melbourne Rd	Construction	3	3. NC Dot needs to pay special attention to the timing of intersection closures (Especially Melbourne and Western) to minimize and shorten traffic detours.	The design-build teams will be required to prepare maintenance of traffic plans so that construction at crossings of I-440 along the project corridor will be phased to maintain connectivity across I-440.
C-016	Jones Franklin Rd	Design	1	A median in front of residential houses around 410 Jones Franklin Road is horrible. Instead, use double yellow lines so that residents can enter and leave their homes. Call me: xxx-xxx-xxxx	See Jones Franklin Road Common Comment #2.

### Comment Forms

Document #	Location	Topic	Comment #	Comment	Response
C-017	Hillsborough-Wade	Design	1	Can you alter the on-ramp from Hillsborough going North onto 440 to allow the auxiliary lane over Meredith to be more closely aligned to the through lane. Move flyover to the west.	See response to Hillsborough-Wade Common Comment #6.
C-018	Hillsborough-Wade	Alternatives	1	Would like for the committee to reconfigure the proposed construction.	See response to Hillsborough-Wade Common Comment #1.
C-018	Hillsborough-Wade	Alternatives	2	This project could cost many people's jobs and could cause the club to shut its doors. There is no way all of this can be compensated to make the club usable.	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.
C-019	Athens Dr	Noise	1	I'm requesting a new noise study at Ravenwood Drive. I believe a traffic wall is needed to bring the noise down. The noise study should show the reflected noise level off White Oak Lake.	See response to Comment #1 in Document C-008.
C-020	General	Other	1	No comments written on comment form.	No response required.
C-021	General	Other	1	No comments written on comment form.	No response required.
C-022	Western Blvd	Public Transit	1	Western: Critical that the plan incorporate Bus Rapid Transit (BRT) of the Wake Transit Plan on Western Blvd.	The proposed Double Crossover Diamond Alternative for Western Blvd would not preclude BRT service on Western Blvd through the interchange area. Wake County voters approved a half-cent sales tax for the Wake County Transit Plan in November 2016. As plans for bus rapid transit (BRT) progress, NCDOT will work with GoTriangle to accommodate their public transit plans throughout the corridor.
C-023	Jones Franklin Rd	Traffic	1	Great idea eliminating one traffic light.	The two traffic signals on Jones Franklin Rd west of I-440 would be consolidated to one traffic signal at the intersection of Jones Franklin Rd with the ramps and Ft Sumter Rd.
C-023	Athens Dr	Traffic	2	Too much traffic to school to be out of operation for 5 years.	Under the Replace Bridge in Place Alternative, the bridge is anticipated to be closed for 9-12 months. The EA includes a commitment on page PC-2 that "During construction, NCDOT will coordinate with the Wake County Public School System....regarding detour routes and associated route changes that may be necessary during construction."
C-023	Melbourne Rd	Traffic	3	Neighborhood has endured Lake Dam being closed for 3 years. Don't need another major disruption. Improve Melbourne-Kaplan intersection.	See response to Melbourne Rd Common Comment #4.
C-023	Hillsborough-Wade	Traffic	4	Traffic light at Wade to go to airport back up to 2 or 3 cycles Wade has preference. Traffic will only get worse. Use best long-term solution.	The preliminary designs of all Detailed Study Alternatives would accommodate projected future traffic volumes.
C-024	Hillsborough-Wade	Other	1	The aerial map used for the University Club does NOT include our Snack Bar, Pro Shop, and Pavilion that were built in 2015.	The new pro shop/snack bar was constructed after the aerial photograph was taken. The project team was aware of this new building through site visits and review of more recent aerial photography. The building is not anticipated to be impacted, as the estimated construction limits do not encroach on the building. Also, see response to Hillsborough-Wade Common Comment #1.
C-025	Melbourne Rd	Water resources	1	Existing 440 currently routes an extreme amount of surface water onto some of the Kaplan Dr lots and other streets. The I-440 Widening project will increase the amount of impervious surface; clear vegetation in the area and increase the amount of surface water both during construction and after completion. Increased surface water is a negative impact on adjacent residences and devalues property.	As stated on page 3-36 of the EA, "A final hydrologic study and hydraulic design of all drainage systems along the project will be conducted during the final design phase." NCDOT's Post-Construction Stormwater Program manages long-term stormwater runoff from NCDOT projects to protect water quality. The requirements of the program apply to all of the Detailed Study Alternatives since they will increase the built-upon area. A Stormwater Management Plan will be prepared during final design of the project to direct the drainage design and manage long-term stormwater runoff. As part of the plan, NCDOT will implement new structural best management practices and non-structural pollution minimization measures.
C-026	General	Public Transit	1	Please put the money into public transportation and forget this plan. We will never help the environment by building more roads.	The Capital Area Metropolitan Planning Organization (CAMPO) prepares long range transportation plans for the region that consider all modes of transportation (roadways, transit, bicycles, and pedestrians). Public transit, in addition to roadway improvements, is part of the CAMPO's 2040 Metropolitan Transportation Plan.

### Comment Forms

Document #	Location	Topic	Comment #	Comment	Response
C-027	General	Public Transit	1	I would put at least half of the \$49.9 million into parking/meeting locations for car pooling and bus pick ups	Car pooling and public transportation are included in the area's 2040 Metropolitan Transportation Plan prepared by the Capital Area Metropolitan Planning Organization (CAMPO). Funds for these types of projects come from different funding sources.
C-028	Hillsborough-Wade	Design	1	The turn lane to Ridge Road from East Wade Ave should be extended down to I-440. It is a hazardous situation many work days at rush hour	The potential to lengthen this left turn lane can be considered during final design, and will be mentioned in the design-build Request for Proposal.
C-029	Hillsborough-Wade	Design	1	I strongly recommend eliminating the Hillsborough exchange and putting that money into Blue Ridge; money would be better spent.	See response to Hillsborough-Wade Common Comment #10 regarding eliminating the Hillsborough St interchange. There is another project planned that will separate Blue Ridge Rd at Hillsborough St and the railroad tracks (Project U-4437).
C-029	General	Cost/Funding	2	The 250 M \$ estimates on 440 summary sheets will never hold. May as well put a more realistic estimate out.	The \$250 million cited in this comment is referencing the costs for the Wade Ave and Hillsborough St interchange area (Sectino 2.4.4 of the Environmental Assessment). The preliminary cost estimate includes money for construction, right of way acquisition, and utilities coordination/relocation and is based on the preliminary designs of the Detailed Study Alternatives, with a contingency built in to account for uncertainties in the preliminary level of design.
C-030	Hillsborough-Wade	Alternatives	1	Alternative 7B (Two Flyovers) is needed to promote northbound traffic easier access to Wade Ave to RTP.	Comment acknowledged.
C-031	Hillsborough-Wade	Design	1	Wade -> Hillsborough: there appears to be sufficient room for a median. That seems to me preferable to Jersey barriers.	Jersey barriers (2.5-3.0 foot concrete barriers) are proposed along I-440 between Hillsborough St and Wade Ave to help minimize the need for additional right of way.
C-031	Hillsborough-Wade	Design	2	1 Flyover @ Wade -> Hillsborough seems best to me	Comment acknowledged.
C-032	Hillsborough-Wade	Eliminate Hillsborough Interchange	1	Suggest the Hillsboro exits be closed!	See response to Hillsborough-Wade Common Comment #10.
C-033	Hillsborough-Wade	Right of way	1	One flyover and slight detour takes very little from Meredith College. Meredith needs to give back to community! Meredith benefits from I-440 and needs to be a partner in this process.	NCDOT has coordinated closely with Meredith College and other area stakeholders to understand their needs and concerns. See response to Hillsborough-Wade Common Comment #6.
C-034	Hillsborough-Wade	Design	1	2 flyovers do not seem to solve traffic issues any more efficiently than the slight delay plan or one flyover - and 2 flyovers would cost more. Also, not a good look for approaching the city - would look like downtown Richmond or D.C.	Comment acknowledged.
C-035	Western Blvd	Planning	1	The Western Blvd intersection has been a problem for 45 years. Why the delay? City or DOT?	Large, expensive projects such as this one take time to program and plan within the framework of the region's other transportation needs.
C-036	Hillsborough-Wade	Design	1	Option 7c (Slight Detour) seems best for Meredith College (still not great). They have no more land, while NCSU has a lot. The Wade intersection was built too close to Hillsboro and LBT.	See Hillsborough-Wade Common Comment #15.
C-037	Melbourne Rd	Design	1	DO NOT WIDEN MELBOURNE Rd.	See response to Melbourne Rd Common Comment #4.
C-037	Melbourne Rd	Design	2	Keep Melbourne Bridge in place.	Comment acknowledged.
C-037	Melbourne Rd	Design	3	NO BIKE LANES or sidewalk.	Sidewalks and bicycle lanes are included for Melbourne Rd at the request of the City of Raleigh. Melbourne Rd is a signed bicycle route. Currently there are sidewalks on both sides of the existing Melbourne Rd bridge.
C-037	Melbourne Rd	Traffic	4	No need of traffic lights in the end of Melbourne and Kaplan.	See response to Melbourne Rd Common Comment #3.
C-037	Melbourne Rd	Noise	5	SOUND WALL is requested.	Noise walls are preliminarily recommended as feasible and reasonable in three of the four quadrants of the interchange. The quadrant with the on-ramp to eastbound I-440 does not have a noise wall recommended because these residences (except for one) are not predicted to be impacted by year 2035 peak hour noise levels that equal or exceed 66 dBA Leq, the level at which noise abatement must be considered. Based on NCDOT policy, constructing noise abatement for one residence is not reasonable.

Comment Forms

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C-038	Hillsborough-Wade	Design	1	All versions are not worth cost to University Club and Meredith. Drop service lanes or make them second lane without access loops for independent movement. The cost to service 8,000 cars is just wrong. An alternative approach.	See responses to Hillsborough-Wade Common Comments #1 and #6.
C-038	Hillsborough-Wade	Design	2	An alternative approach is necessary. Signage that direct some traffic to use Blue Ridge and Edwards Mill roads can relieve 440 and improve safety.	Signage alone would not address the needs for the project described in Chapter 1 of the Environmental Assessment. Also, see response to Hillsborough-Wade Common Comment #1.
C-038	Hillsborough-Wade	Design	3	If necessary 2 additional lanes N-S between Wade and Hillsborough can be added much closer to new 440 lanes and use signage that warns drivers well in advance that the outer most lanes are only for access to Hillsborough and Wade. Save Meredith and University Club Land!!	See responses to Hillsborough-Wade Common Comments #1 and #6.
C-039	Melbourne Rd	Design	1	Do not widen Melbourne Rd.	See response to Melbourne Rd Common Comment #4.
C-039	Melbourne Rd	Design	2	Do not add bike lane. One sidewalk currently, under construction, no others needed.	See response to Melbourne Rd Common Comment #5.
C-039	Melbourne Rd	Design	3	No stoplight needed @ the end of Melbourne ramp, but one @ Melbourne and Kaplan would be useful.	See response to Melbourne Rd Common Comment #3.
C-039	Melbourne Rd	Noise	4	Sound wall would be useful	Noise walls are preliminarily recommended as feasible and reasonable in three of the four quadrants of the interchange. The quadrant with the on-ramp to eastbound I-440 does not have a noise wall recommended because these residences (except for one) are not predicted to be impacted by year 2035 peak hour noise levels that equal or exceed 66 dBA Leq, the level at which noise abatement must be considered. Based on NCDOT policy, constructing noise abatement for one residence is not reasonable.
C-040	Melbourne Rd	Design	1	Close exit ramp; keep open entrance ramp. The code of ethics for engineers: "Hold paramount the safety, health, and welfare of the public." It would be much safer to close the exit ramp at Melbourne Road. Cars exiting that ramp come right into the center of the neighborhood. It is not safe!	See response to Melbourne Rd Common Comment #1
C-041	Hillsborough-Wade	Design	1	Have the engineers think vertically instead of horizontally. Build up! I have no vested interest in the NC State Club or Meredith, but feel the designs proposed are appropriate. Large cities around the country have built these types of interchanges by building up!	In the Wade Ave and Hillsborough St interchange area, the on/off ramps need to be upgraded to current NCDOT and FHWA design standards in addition to adding the extra two through lanes along I-440. Building the extra through lanes above the existing roadway would not address the need to upgrade the on/off ramps, which are what cause the footprint to expand outside the existing right of way.
C-042	Athens Drive	Alternatives	1	Need road to be open for traffic to Athens Dr. High School	See response to Athens Dr Common Comment #2.
C-042	Melbourne Rd	Construction	2	Will the entrance and exit ramps be open or closed during bridge construction? (and widening?)	Under the Replace Bridge in Place Alternative, the interchange ramps and the bridge will be closed to traffic during construction. Vehicles will need to use an offsite detour. Under the Replace Bridge to North Alternative, the existing bridge would remain open most of the time during construction, with short periods of closure.
C-042	Western Blvd	Design	3	Looks like there will still be some potential for on-and off-traffic "crossing" in a limited space.	In both directions of I-440, there will be an auxiliary lane between Western Blvd and Melbourne Rd to provide sufficient weaving area for vehicles entering and exiting I-440 between these interchanges. The added through lane in each direction also will help create gaps in traffic for vehicles to be able to merge onto I-440. This is an improvement over the existing conditions and meets NCDOT design standards.
C-042	Ligon St	Alternatives	4	A bridge south looks more direct, if impact on cemetery is slight (easement but no graves disturbed). But listen to families.	Comment acknowledged.
C-042	Hillsborough-Wade	Right of way	5	Is there away to come up with some win-win ideas for concerns of Meredith College and NCSU University Club + golf facility?	See responses to Hillsborough-Wade Common Comments #1 and #6.
C-042	Melbourne Rd	Bicycles/ pedestrians	6	Does adding bike lanes significantly reduce front yards for homes? (a minus). Sidewalks are great. Planters in median a plus.	Additional pavement for bicycle lanes does not create additional impacts to homes. See response to Melbourne Rd Common Comment #5.

Comment Forms

Document #	Location	Topic	Comment #	Comment	Response
C-043	Melbourne Rd	Right of way	1	I do NOT want the highway ramps to Melbourne to remain open. Pineview is #3 on safety concerns due to amounts and speed of traffic and eliminating the ramps will improve the lives of young and old families residing on Pineview and Melbourne. Do NOT widen Melbourne.	See response to Melbourne Rd Common Comment #1.
C-043	General	Noise	2	I feel strongly that we will need a brick sound barrier along the border of all residential neighborhoods.	A Traffic Noise Report was prepared for all Detailed Study Alternatives, as described in Section 3.5 of the EA. Ten noise barriers, listed in Table 3.2 of the EA, are recommended as preliminarily feasible and reasonable for any combination of Detailed Study Alternatives. The surface treatment of the noise walls will be determined during final design. Upgrades to standard noise wall surface treatments can be considered through cost-sharing with the City of Raleigh.
C-043	Melbourne Rd	Alternatives	3	Removing Melbourne Ramps will help to calm traffic naturally throughout the neighborhood. It will help keep our neighborhood connected (Deboy)	See response to Melbourne Rd Common Comment #1.
C-044	Athens Dr.	Alternatives	1	Will need to keep existing bridge open to maintain Athens Dr/Jones Franklin Rd connection to Western Blvd and shopping center.	See response to Athens Dr Common Comment #2.
C-044	Melbourne Rd	Design	2	Realign Deboy St connection from I-440 to connect with Melbourne Rd - this is our shortest route to W. Blvd - Also transit buses use Deboy St to reach Melbourne Rd	See response to Melbourne Rd Common Comment #2. NCDOT will coordinate with GoRaleigh regarding route 11L.
C-044	Western Blvd	Design	3	Seems to me to be expensive, complicated, over-kill in the name of widening I-440, but the left lane merge onto I-440 south from W. Blvd should be eliminated in some manner - A partial clover leaf under I-440 bridge?	See responses to Western Blvd Common Comments #1 and #3. Other alternatives for the Western Blvd interchange considered but eliminated from further study are described on page 2-10 of the Environmental Assessment.
C-044	Melbourne Rd	Design	4	I lived at this address in 1959-60 when this section of I-440 was built - Melbourne Rd was on a ridge entering Cardinal Hills at Kaplan Rd. When excavation began for bridge and I-440 a temporary entrance was a paved connection between Kaplan Rd. and Pineview Dr. and Powell Drive was maintained. In place of rebuilding Melbourne bridge has any thought been given to building a bridge between Powell Dr and Pineview Dr. with North and South entrances and exits from I-440	Relocating the Melbourne Rd interchange to Powell Dr/Pineview Dr as suggested in this comment would impact Kaplan Park and would impact many more residences than the Detailed Study Alternatives.
C-045	Hillsborough-Wade	Alternatives	1	Inconsiderate to take land from 2 colleges. Unsafe conditions for students. Major inconveniences. Puts our land in jeopardy!	See responses to Hillsborough-Wade Common Comments #1 and #6.
C-045	Hillsborough-Wade	Alternatives	2	I understand that a commuter lot may seem inessential to you but commuters make a strong portion of the student body.	See response to Hillsborough-Wade Common Comment #1.
C-045	Hillsborough-Wade	Parks and Greenways	3	Many students every day (including me yesterday) walk the greenway - take trip to the tunnels, President's house, or Whole Foods. You will be taking this away.	All Detailed Study Alternatives will relocate/replace the Reedy Creek Greenway. Only brief closures during construction are anticipated and will be minimized to the extent feasible.
C-045	Hillsborough-Wade	Public Involvement	4	I know you are taking comments but it seems like no matter what we do or what we say, it's not going to matter.	NCDOT appreciates and listens to all comments provided by the public, local governments and organizations, and state and federal environmental resource and regulatory agencies. For example, Section 4.4 of the EA describes many of the meetings NCDOT had with area groups and how their concerns were incorporated into the project plans. NCDOT recognizes and tries to balance the needs of the many stakeholders along the corridor and the provision of transportation facilities that can adequately carry traffic volumes in a safe and efficient manner.
C-046	Hillsborough-Wade	Parks and Greenways	1	I'm a runner on the Meredith track team and my favorite part is how safe I feel running on campus trails. I don't have to worry about cars or traffic when I run.	See responses to Hillsborough-Wade Common Comments #11 and #12.
C-046	Hillsborough-Wade	Noise	2	This will bring trash and noise closer to campus. We have weddings and partys and a big flyover would disrupt that.	See response to Hillsborough-Wade Common Comment #7.
C-047	Hillsborough-Wade	Public Involvement	1	Please consider comments from the Meredith College community	See response to Hillsborough-Wade Common Comment #6.

Comment Forms

Document #	Location	Topic	Comment #	Comment	Response
C-047	Hillsborough-Wade	Parks and Greenways	2	I fear this will cause harmful impacts to the environmental factors - traffic over powering the air. I fear this will hurt the historic charm of the college. I fear this will take away the joys of activities with the greenway of the community of Raleigh.	See responses to Hillsborough-Wade Common Comments #7 and #12.
C-048	Melbourne Rd	Design	1	Keep ramps, but no bike lanes and no new sidewalks.	Sidewalks and room for bicycle lanes are included for Melbourne Rd at the request of the City of Raleigh. Melbourne Rd is a signed bicycle route. Currently there are sidewalks on both sides of the existing Melbourne Rd bridge.
C-049	Melbourne Rd	Design	1	Do not widen the road. No bike lanes, Close the ramps.	See responses to Melbourne Rd Common Comments #1, #4, and #5.
C-049	Athens Dr	Noise	2	We don't want to move [live on Ravenwood Dr]. We want a wall. Your rep would not tell me how high above "67" our reading was. You're spending millions on this project. Please finish the job!	Receptors modeled at the end of Ravenwood Dr predict peak hour noise levels of 61-64 dBA Leq under future conditions without the project and 66-71 dBA Leq under future conditions with the project. Also see response to Comment #1 in Document C-008.
C-049	Athens Dr	Right of way	3	Also, you are taking part of our property, an out building, and moving a chain-link fence to within a few feet of our home. You're not even going to use our yard for the widening. Why ruin our property by putting a fence that close and reducing our lot size? Why can't you leave the fence where it is?	NCDOT installs right of way fencing along all controlled access right of way boundaries, and if additional right of way is needed in the area of Ravenwood Dr, the right of way fencing would be relocated to the new boundary. However, it may be possible in final design to keep the improvements within the existing right of way in this area. The design-build team will be encouraged to refine the preliminary designs in the final design stage to minimize right of way needs.
C-049	Athens Dr	Other	4	Another thing that will affect us is the now-existing turnaround that city trucks use (along with backing up into our property, also Fed Ex trucks, cars, and any number of work vehicles. Where is that turnaround now going to be - in our yard?	A turnaround or cul-de-sac at the end of Ravenwood Drive will be considered during final design and provided if feasible and reasonable. This may require additional right of way.
C-050	Melbourne Rd	Alternatives	1	Replace in Place because this would affect fewer homes.	Comment acknowledged.
C-051	Melbourne Rd	Design	1	Please remove the exits on both sides as well. Certainly by leaving the exits in place you will be violating modern highway standards. The Western Blvd exit is just too close and we will continue to have problems and they will only get worse (merging and exiting traffic in same small space).	See response to Melbourne Rd Common Comment #1. In both directions of I-440, there will be an auxiliary lane between Western Blvd and Melbourne Rd to provide sufficient weaving area for vehicles entering and exiting I-440 between these interchanges. The added through lane in each direction also will help create gaps in traffic for vehicles to be able to merge onto I-440. This is an improvement over the existing conditions and meets NCDOT design standards.
C-051	Melbourne Rd	Right of way	2	If the DOT replaces the Melbourne Road Bridge to the North, my property will be substantially impacted in a negative way. I will lose a number of beautiful trees and parking spots.	See response to Athens Dr Common Comment #1.



# Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges

C-001

COMMENT FORM

August 8, 2017

NAME: Margaret Blanchard

ADDRESS: 3400 Marietta Ct.

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Athens Drive**

\_\_\_\_ Replace in Place  
\_\_\_\_ Replace to North

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Melbourne Road**

\_\_\_\_ Replace in Place  
\_\_\_\_ Replace to North

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Western Boulevard**

Double Crossover Diamond

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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**Ligon Street**

\_\_\_\_ Extend Existing Culvert  
\_\_\_\_ Replace to South  
\_\_\_\_ Replace to North

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

C-001

### Other Comments or Questions

#### Hillsborough-Wade

- \_\_\_\_ One Flyover
- \_\_\_\_ Two Flyovers
- \_\_\_\_ Slight Detour

) None

1 [ Eliminate the Hillsborough Road exits.  
Eliminate the separate offramps.

#### Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

2 [ Every single plan takes 19 acres from the NC State property and about 1/2 of the facilities.  
It brings high-speed traffic dangerously close to children and families.

These plans all extremely impact one property: The property of NC State's University Club.

It is unfair. It will decimate about 1/2 of the facilities and raise the noise.

3 [ I believe it will close the only West Raleigh club. It serves approximately 50,000 people in Raleigh and employs hundreds of people.

It will cost millions of dollars to pay for all of the destroyed facilities and prevent the parking to ever be up to code.

As a faculty member of NC State and a member of the NC State University Club, I am shocked at how high the impact is to this one property.

How can this be allowed? I am stunned at these plans.





**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-002

COMMENT FORM

August 8, 2017

NAME: Shannon Brummett

ADDRESS: 16 Consultant Pl # 104 Durham NC 27707

E-MAIL: \_\_\_\_\_

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**

Upgrade existing

Reduce / Prevent flooding at  
Breakhill Townhomes located  
off of Lane Drive. Consider  
replacing the existing (3) 10'x10'  
Culverts with a bridge or similar  
to increase the flow and reduce  
back up of water flooding the property

**Athens Drive**

\_\_\_\_ Replace in Place  
\_\_\_\_ Replace to North

**Melbourne Road**

\_\_\_\_ Replace in Place  
\_\_\_\_ Replace to North

**Western Boulevard**

Double Crossover Diamond

**Ligon Street**

\_\_\_\_ Extend Existing Culvert  
\_\_\_\_ Replace to South  
\_\_\_\_ Replace to North

C-003

**I-440 Improvements**

WHAT I  
HEARD



Comment #

1 Ligon St. Bridge to South  
I am strenuously opposed  
to this option because it will cause  
a ~~federal~~ Federal building at 3127 Ligon  
St to be demolished. The fed. govt.  
has a 50 year lease on this property.  
Thomas E. Carter, Sr. PhD

Citizens Information Workshop #3 - Staff Notes  
I-440 Improvements Project (STIP U-2719)

Initials: \_\_\_\_\_



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-004

COMMENT FORM

August 8, 2017

NAME: Bruce & Phyllis Danskin

ADDRESS: 5121 Melbourne Rd.

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Western Boulevard**  
Double Crossover Diamond

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Athens Drive**  
 Replace in Place  
 Replace to North

\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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\_\_\_\_\_  
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**Melbourne Road**  
 Replace in Place  
 Replace to North

*Please consider eliminating  
the exit ramp altogether.  
This is the only exit  
ramp that goes directly  
into a residential road.  
Having 6 residents lose  
their homes is not necessary.*



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-005

COMMENT FORM

August 8, 2017

NAME: Lori Elliott

ADDRESS: 1202 Dogwood Ln. Raleigh, NC 27607

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

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\_\_\_\_\_  
\_\_\_\_\_

**Western Boulevard**  
Double Crossover Diamond

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**Athens Drive**  
 Replace in Place  
 Replace to North

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\_\_\_\_\_

**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Melbourne Road**  
 Replace in Place  
 Replace to North

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\_\_\_\_\_

Other Comments or Questions

Hillsborough-Wade

- One Flyover
- Two Flyovers
- Slight Detour

1 Please consider moving lanes in and not taking the University Club away (19 acres!)

2 Consider other options like doing away w/ Hillsborough exit.

3 Parks Please build a wall to protect the UClub, too.

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

Thanks!  
==



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

COMMENT FORM

August 8, 2017

NAME: ALEXANDER C. FREEMAN

ADDRESS: 1400 FAIRMWAY RIDGE DRIVE, RALEIGH NC 27606

E-MAIL: [Redacted]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

Jones Franklin Road  
Upgrade existing

Western Boulevard  
Double Crossover Diamond

\_\_\_\_\_

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1 PLEASE CONSIDER A NOISE WALL FOR THE PROPERTY BEHIND 35 FAIRMWAY RIDGE DR. My home @ 1400 FAIRMWAY RIDGE will be located on an interchange and will be affected by noise, lot of noise. The lot (and) taken will be the best because of a current interchange (in progress) and a Shabby (one) located on proposed (and some) my own lot and house will be affected by this project.

Athens Drive  
 Replace in Place  
 Replace to North

2 \_\_\_\_\_

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\_\_\_\_\_

\_\_\_\_\_

Melbourne Road  
 Replace in Place  
 Replace to North

\_\_\_\_\_

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**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-007

COMMENT FORM

August 8, 2017

NAME:

*Jesse Gilstrap*

ADDRESS:

*4127 Brewster Dr., Raleigh, NC 27606*

E-MAIL:

[Redacted]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

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\_\_\_\_\_  
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**Western Boulevard**  
Double Crossover Diamond

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**Athens Drive**  
 Replace in Place  
 Replace to North

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\_\_\_\_\_  
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**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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**Melbourne Road**  
 Replace in Place  
 Replace to North

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1 *Remove on left  
ramps to I-440*

C-007

Other Comments or Questions

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Hillsborough-Wade

- One Flyover
- Two Flyovers
- Slight Detour

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Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No



# Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges

C-008

COMMENT FORM

August 8, 2017

NAME: Sarah Green

ADDRESS: 908 Ravenwood Dr. 27606

E-MAIL: [Redacted]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

**Western Boulevard**  
Double Crossover Diamond

**Athens Drive**  
 Replace in Place  
 Replace to North

**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

**Melbourne Road**  
 Replace in Place  
 Replace to North

1 [ Limit financial strain which could then allow money to be used for extending the sound barrier wall all the way past White Oak Lake (Athens map 3 I believe)

⇒ cont'd Please consider the sound impact across the lake, especially during the Fall/Winter

**Hillsborough-Wade**  
 One Flyover  
 Two Flyovers  
 Slight Detour

None!

2 [ Why do all options not go far into Meredith along the greenway?  
3 [ Destroying so much nature seems unnecessary.

**Parks**  
As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

### Other Comments or Questions

The members of Ravenwood Dr. would like our small section retested for noise impact (during the fall or winter) considering that a wall will go up on either side of our neighborhood.



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-009

COMMENT FORM

August 8, 2017

NAME:

*Lesia Greene*

ADDRESS:

*1323 Duplin Rd., Raleigh, NC 27607*

E-MAIL:

[Redacted]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**

Upgrade existing

*n/a*

**Western Boulevard**

Double Crossover Diamond

*n/a*

**Athens Drive**

\_\_\_ Replace in Place  
\_\_\_ Replace to North

*n/a*

**Ligon Street**

\_\_\_ Extend Existing Culvert  
\_\_\_ Replace to South  
\_\_\_ Replace to North

*n/a*

**Melbourne Road**

\_\_\_ Replace in Place  
\_\_\_ Replace to North

*n/a*

C-009

Other Comments or Questions

Hillsborough-Wade

- ① \_\_\_ One Flyover
- ② \_\_\_ Two Flyovers
- ③ *///* Slight Detour

④ *Please Reconsider the current design. Taking land from the University Club will substantially impact quality of the club and will most likely shut it down due to decrease in membership.*

Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes

No

1 *Please consider a 4th alternative that minimizes impact to NC State land (University Club)*

# I-440 Improvements

WHAT I HEARD



Comment #

1 Would like copy of noise study conducted in Meredith Woods.  
Susan Gurganus

[Redacted]

# I-440 Improvements

WHAT I HEARD



Comment #

1 ALTHOUGH NOISE ABATEMENT MIGHT NOT BE CRITICAL NEAR THE NC STATE UNIVERSITY CAMPUS, DESIGN SHOULD CONSIDER ADDING A WALL FOR SAFETY ~~SAFETY~~ SAFETY (SWIMMING MEETS ONLY) A FEW FEET AWAY FROM THE RAMP

# I-440

**Treasure**

I am Barlow Herget and my address is 761 Bishops Park Dr., Raleigh, near Fletcher Park. I am a former Raleigh City Councilor whose district included much of the land affected by this proposed highway plan, and I am a member of the NCSU University Club.

The takings in your current plans will seriously damage our existing facilities and grounds. We have been an asset and treasure to the greater Raleigh Community as well as the University since Governor Luther Hodges signed the agreement and insisted that this University property be dedicated for its current purpose.

Today, the Club continues to be a benefit for the University faculty and their families, NCSU alumni, members of the Wolfpack Club, our 110 employees, civic clubs and thousands of Raleigh residents who are not members. I suspect many DOT employees and their children, like our own children, have used these facilities for wedding and anniversary receptions, to learn how to play tennis and golf—both of which I’m still learning--and to learn how to swim. The Club is truly a city treasure that I don’t want to lose.

2

We have been careful caretakers and have invested millions of dollars over the years on upkeep and improvements. We are a non-profit organization, not a fancy club, but we have as many good memories as any student who has attended our great, namesake University.

I would hope that the Department of Transportation seriously considers this wonderful history and this very real Raleigh treasure as you develop your final plans.

I have kept my comments sincere and brief, as my friend and great North Carolinian Betty Ray McCain once cautioned me, because a brief speech will be much appreciated and maybe get you invited back to speak again.

Thank you.





**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-012

**COMMENT FORM**

August 8, 2017

NAME: Donna Horton  
 ADDRESS: 4917 Latimer Rd Raleigh 27609  
 E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

1 Looks like more than upgrading existing on the plans I saw at McKimmon Center

**Western Boulevard**  
Double Crossover Diamond

ok

**Athens Drive**  
 Replace in Place  
 Replace to North

**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

**Melbourne Road**  
 Replace in Place  
 Replace to North

C-012

Other Comments or Questions

Hillsborough-Wade

- One Flyover
- Two Flyovers
- Slight Detour

2 all 3 of these there is no change to the impact For the university club. think Harden!! surely there is something you can do to lessen the impact!!

Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

NC State Club is a relaxed family + extended family environment. Lots of kids!!! Please preserve the clean + safe environment we enjoy!!

# I-440 Improvements

WHAT I HEARD



Comment #

1

Just concerned about  
 noise and encroachment affecting  
 the houses on Woods Place  
 Robert Imber  
 [Redacted]  
 [Redacted]  
 [Redacted]

# I-440 Improvements

WHAT I HEARD



Comment #

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## Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges

COMMENT FORM

August 8, 2017

NAME: Lori Jones

ADDRESS: 1789 Brooks Ave Raleigh NC 27607

E-MAIL: [Redacted]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

**Western Boulevard**  
Double Crossover Diamond

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**Athens Drive**  
 Replace in Place  
 Replace to North

**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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**Melbourne Road**  
 Replace in Place  
 Replace to North

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**Hillsborough-Wade**

- One Flyover
- Two Flyovers
- Slight Detour

1 All of these options devastate the University Club. I would ask that any choice be changed to minimize the impact in any manner. Even 20 feet would be a huge help to those families who enjoy using the facility  
Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

**Other Comments or Questions**

Over 930 NCSU faculty, staff and alumni use this family friendly, affordable facility. Please help us keep it affordable.



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

**COMMENT FORM**

August 8, 2017

NAME: Lee Mandell & Martha Browning-Mandell

ADDRESS: 6124 Melbourne Rd, Raleigh, 27606

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

**Western Boulevard**  
Double Crossover Diamond

**Athens Drive**  
 Replace in Place  
 Replace to North

**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

**Melbourne Road**  
 Replace in Place  
 Replace to North

Please see attached comments.

*Lee Mandell*

### I-440 Widening Comments

Lived here for 37 years.

Prefer Alternative A, replacing existing bridge in place.

1. Fewer residential relocations; therefore less disruption to an established neighborhood.
2. Much less negative impact to property owners on Melbourne Road.
3. Less expensive.
4. Bridge closure for 9 to 12 months not an important issue since we just went through multiple weeks of closure due to accident damage to the bridge; detour worked just fine. It's a case of short-term inconvenience vs permanent damage to the neighborhood.

#### Other Comments

1. Stoplights at the on/off ramps are not needed. Stop sign works just fine onto Melbourne.
2. Have to agree with comments about the closing of the Deboy St, exit. This will put extra traffic on both Melbourne Rd and Huntington St, increasing safety and quality-of-life issues.
3. NCDOT needs to pay special attention to the timing of intersection closures (especially Melbourne and Western) to minimize and shorten traffic detours.

Lee Mandell + Martha Browning-Mandell  
5124 Melbourne Rd, Raleigh 27606



### Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges

COMMENT FORM

August 8, 2017

NAME: Scott Miller

ADDRESS: 410 Jones Franklin Rd

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

#### Jones Franklin Road

Upgrade existing

1. A median in front of residential houses around 410 Jones Franklin Road is horrible. Instead, use double yellow lines so that residents can enter & leave their homes.

#### Western Boulevard

Double Crossover Diamond

#### Athens Drive

- Replace in Place
- Replace to North

#### Ligon Street

- Extend Existing Culvert
- Replace to South
- Replace to North

#### Melbourne Road

- Replace in Place
- Replace to North

# I-440 Improvements

WHAT I HEARD



Comment #

1 CAN YOU ALTER THE ON-RAMP FROM  
 HILLSBOROUGH GOING NORTH ONTO 440  
 TO ALLOW THE AUXILIARY LANE OVER  
 MENDETH TO BE MORE CLOSELY ALIGNED  
 TO THE THROUGH LANE. MOVE FLYOVER TO  
 THE WEST. THANKS DOUG MORTON



## Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges

COMMENT FORM

August 8, 2017

NAME: Dayle Oakley

ADDRESS: 106 Farren Ct. Cary, NC 27511

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

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**Western Boulevard**  
Double Crossover Diamond

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**Athens Drive**  
 Replace in Place  
 Replace to North

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**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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**Melbourne Road**  
 Replace in Place  
 Replace to North

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**Hillsborough-Wade**

- One Flyover
- Two Flyovers
- Slight Detour

1 Would like for the committee to re-configure the proposed construction.

**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

**Other Comments or Questions**

The changes suggested for the area surrounding the University Club are taking many people's eyes off the active, social and well being is not considered. Over 900 families (approx. 2000 people) have enjoyed tennis, swim, golf, dining, meeting areas, etc. for many years. I have attended weddings, rehearsal dinners, birthdays, graduations and even celebration of life events.

The University Club offers a meeting place for many civic and business organizations. This project could cost many people's jobs and could cause the club to ~~be~~ shut its doors. There is no way all of this can be compensated ~~to~~ to make the club usable.

2



**Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges**

**COMMENT FORM**

August 8, 2017

NAME: Rayote Perryman

ADDRESS: 1000 Ravenwood Drive Raleigh, NC 27606

E-MAIL: [Redacted]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**

Upgrade existing  
 I Agree

**Western Boulevard**

Double Crossover Diamond  
 I Agree

**Athens Drive**

Replace in Place  
 Replace to North

**Ligon Street**

Extend Existing Culvert  
 Replace to South  
 Replace to North

**Melbourne Road**

Replace in Place  
 Replace to North

Hillsborough-Wade

- One Flyover
- Two Flyovers
- Slight Detour

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Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

Other Comments or Questions

I'm requesting a new noise study at Ravenwood Drive. I believe a traffic wall is needed to bring the noise down. The noise study should show the reflected noise level off White Oak Lake.

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**Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges**

COMMENT FORM

August 8, 2017

NAME:

ADDRESS:

E-MAIL:

*Elaine Quinn*  
 608 Fox Chase Ct. Raleigh, NC 27606  
 [Redacted Email]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

Jones Franklin Road

Upgrade existing

*OK*

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Western Boulevard

Double Crossover Diamond

*OK*

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Athens Drive

- Replace in Place
- Replace to North

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Ligon Street

- Extend Existing Culvert
- Replace to South
- Replace to North

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Melbourne Road

- Replace in Place
- Replace to North

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**Hillsborough-Wade**

- One Flyover
- Two Flyovers
- Slight Detour

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Other Comments or Questions

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**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

COMMENT FORM

August 8, 2017

NAME: Michael L Quinn  
 ADDRESS: 608 Fox Chase Ct. 27606  
 E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**

Upgrade existing

OK

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**Western Boulevard**

Double Crossover Diamond

OK

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**Athens Drive**

- Replace in Place
- Replace to North

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**Ligon Street**

- Extend Existing Culvert
- Replace to South
- Replace to North

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**Melbourne Road**

- Replace in Place
- Replace to North

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Hillsborough-Wade

- One Flyover
- Two Flyovers
- Slight Detour

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Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

Other Comments or Questions

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**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

COMMENT FORM

August 8, 2017

NAME: KAREN RINDGE

ADDRESS: WAKEUP WAKE COUNTY - PO Box 6484  
Ral. NC

27628

E-MAIL: [Redacted]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

Jones Franklin Road

Upgrade existing

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Western Boulevard

Double Crossover Diamond

1. Critical that the plan  
incorporate Bus Rapid  
Transit (BRT) of  
the Wake Transit  
Plan. on Western Blvd.

Athens Drive

- Replace in Place
- Replace to North

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Ligon Street

- Extend Existing Culvert
- Replace to South
- Replace to North

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Melbourne Road

- Replace in Place
- Replace to North

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# Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges

C-023

COMMENT FORM

August 8, 2017

NAME: ALAN THARP

ADDRESS: 500 Merwin Road

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

### Jones Franklin Road

Upgrade existing

1 Great idea eliminating one traffic light

### Western Boulevard

Double Crossover Diamond

### Athens Drive

Replace in Place  
Replace to North

2 Too much traffic to school to be out of operation for 5 years

### Ligon Street

Extend Existing Culvert  
Replace to South  
Replace to North

### Melbourne Road

Replace in Place  
Replace to North

3 Neighborhood was evicted last year being closed for 3 years. Don't need another major disruption. Impoverish Melbourne - Kaplan intersection

C-023

### Other Comments or Questions

### Hillsborough-Wade

- One Flyover
- Two Flyovers
- Slight Detour

4 Best option - traffic light at Wade to go thru right. Works up to 2 to 3 cycles because Wade has preference. Traffic will only get worse. Use West long-term solution.

### Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

Multiple horizontal lines for additional comments or questions.

# I-440 Improvements

WHAT I HEARD



Comment #

1 The aerial map used for the University club does NOT include our Snack Bar, Pro Shop, and Pavillion that were built in 2015.

Leslie Watts

# I-440 Improvements

WHAT I HEARD



Comment #

Initials: \_\_\_\_\_



## Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges

COMMENT FORM

August 8, 2017

NAME: Steve Wheeler  
ADDRESS: 5016 KAPLAN DR  
PROPERTY ADDRESS: RALEIGH 27606 HOME ADDRESS: 7928 SUTTONS CT RALEIGH, NC 27615

E-MAIL: \_\_\_\_\_

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

**Western Boulevard**  
Double Crossover Diamond

**Athens Drive**  
 Replace in Place  
 Replace to North

**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

**Melbourne Road**  
 Replace in Place  
 Replace to North

1 Existing 440 currently routes an extreme amount of surface water onto some of the Kaplan Dr lots and other streets. The I-440 Widening project will increase the amount of impervious surface, clear vegetation in the area and increase the amount of surface water both during construction and after completion. Increased surface water is a negative impact on adjacent residences and devalues property.

# I-440 Improvements

WHAT I HEARD



Comment #

1 Please put the \$  
into public transportation &  
forget this plan. We

# I-440 Improvements

WHAT I HEARD



Comment #

will never help the  
environment by building  
more roads

# I-440 Improvements

WHAT I HEARD



Comment #

1 I would put at least 1/2 of  
the \$49.9 Mill. into parking/meeting  
locations for car pooling &  
buss pick ups.

# I-440 Improvements

WHAT I HEARD



Comment #

1 The turn lane to Ridge Road from East Wade Avenue should be extended down to I-440. It is a hazardous situation many work days at rush hour.

# I-440 Improvements

WHAT I HEARD



Comment #

Blank lines for additional comments.

# I-440 Improvements

WHAT I HEARD



Comment #

1 I STRONGLY RECOMMEND ELIMINATING THE HUSBANDRY EXCHANGE & PUTTING THAT MONEY INTO BLUE RIDGE ; \$ WOULD BE BETTER SPENT.

# I-440 Improvements

WHAT I HEARD



Comment #

2 THE 250 MB ESTIMATES ON THE SUMMARY SHEETS WILL NEVER HOLD. MAY AS WELL PUT A MORE REALISTIC ESTIMATE OUT

# I-440 Improvements

C-030  
WHAT I  
HEARD



Comment #

1

7/3 IS NEED TO PROMOTE  
NORTH BOUND TRAFFIC EASIER  
ACCESS TO WADE AVE TO RTP

Citizens Information Workshop #3 – Staff Notes  
I-440 Improvements Project (STIP U-2719)

Initials: \_\_\_\_\_

# I-440 Improvements

C-031

WHAT I  
HEARD



Comment #

1

WADE → Hillsborough  
THERE APPEARS TO BE SUFFICIENT ROOM FOR A MEDIAN.  
THAT SEEMS TO ME PREFERABLE TO JENSEY BARRELS

# I-440 Improvements

WHAT I  
HEARD



Comment #

2

I FLY OVER @ WADE → Hillsborough  
SEEMS BEST TO ME

Citizens Information Workshop #3 – Staff Notes  
I-440 Improvements Project (STIP U-2719)

Initials: \_\_\_\_\_

# I-440 Improvements

C-032  
WHAT I  
HEARD



Comment # 1 *Suggest the Hillsboro exits be closed!*

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Citizens Information Workshop #3 – Staff Notes  
I-440 Improvements Project (STIP U-2719)  
Initials: *APM*

# I-440 Improvements

C-033  
WHAT I  
HEARD



Comment # 1 *One I-440 over a slight detour takes very little from Meredith College.*

1 *Meredith needs to give back to community! Meredith benefits from I-440 and needs to be a partner in this process.*

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# I-440 Improvements

WHAT I HEARD



Comment #  
1

WADE & I-40

2 FLYOVERS DO NOT SEEM TO SOLVE TRAFFIC ISSUES ANY MORE EFFICIENTLY THAN THE SLIGHT DELAY PLAN OR ONE FLYOVER — AND 2 FLYOVERS WOULD COST MORE. ALSO, NOT A GOOD LOOK FOR APPROACHING THE CITY — WOULD LOOK LIKE DOWNTOWN RICHMOND OR D.C.

# I-440 Improvements

WHAT I HEARD



Comment #  
1

The Western Blvd. intersection has been a problem for 45 years. Why the delay? City or DOT?



# I-440 Improvements

WHAT C-036  
HEARD



Comment #

1  
Option 7c seems best for  
Meredith College (still not great).  
They have no more land, while  
NCSU has a lot.  
The Wade intersection was built too  
close to Hillsboro + LBT.

Citizens Information Workshop #3 – Staff Notes  
I-440 Improvements Project (STIP U-2719)

Initials: \_\_\_\_\_

C-037



## Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges

COMMENT FORM

August 8, 2017

NAME:

Audubon

Liliane Michniak

ADDRESS:



5013 Huntingdon Dr.  
Raleigh, NC 27606-1727

E-MAIL : L

For Each Interchange listed below indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

**Western Boulevard**  
Double Crossover Diamond

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**Athens Drive**  
 Replace in Place  
 Replace to North

**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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**Melbourne Road**  
 Replace in Place  
 Replace to North

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**Hillsborough-Wade**

- One Flyover
- Two Flyovers
- Slight Detour

**Other Comments or Questions**

- 1  DO NOT WIDEN MELBOURNE Rd.
- 2  Keep Melbourne Bridge in place
- 3  NO BIKE LANES or sidewalk
- 4  No need of traffic lights on the end of Melbourne and Kaplan
- 5  SOUND WALL is Requested

**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No



**Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges**

COMMENT FORM

August 8, 2017

NAME: GEORGE WORSLEY

ADDRESS: 4904 LARCHMONT DR RALEIGH NC 27612

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**

Upgrade existing

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**Western Boulevard**

Double Crossover Diamond

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**Athens Drive**

- Replace in Place
- Replace to North

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**Ligon Street**

- Extend Existing Culvert
- Replace to South
- Replace to North

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**Melbourne Road**

- Replace in Place
- Replace to North

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**Hillsborough-Wade**

- One Flyover
- Two Flyovers
- Slight Detour

1 ALL VER SIGNS ARE NOT WORTH COST TO UNIVERSITY CLUB  
 2 MARGRETH DRIP SERVICE LANE OR MAKE THEM SECOND LANE WITHOUT ACCESS LOOK FOR INDEPENDENT MOVEMENT. THE COST TO SERVE 8,000 CARS IS INSURANCE AN ALTERNATIVE APPROACH

**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

**Other Comments or Questions**

2 AS NECESSARY STORAGE THAT WOULD BE TRAFFIC TO USE BLUE RIDGE AND EDWARDS MILL ROAD CAN BE USED TO IMPROVE SAFETY IF NECESSARY 2 ADDITIONAL LANES N/S BETWEEN WADE & HILLSBOROUGH CAN BE ADDED & BE MUCH CLOSER TO VIEW 440  
 3 LANES 42 AND USE SIGNALS THAT WORKS BETTER WILL IN ADVANCE THAT THE OUTER MOST LANES ARE ONLY FOR ACCESS TO HILLSBOROUGH AND WADE. SAVE MARGRETH + UNIVERSITY CLUB LAND !!



**Widening of I-440 Between Walnut Street  
 in Cary and Wade Avenue in Raleigh  
 Including Interchanges**

COMMENT FORM

August 8, 2017

NAME: Linda B. Watters

ADDRESS: 5211 Melbourne Rd., Raleigh, NC 27606

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**

Upgrade existing

**Western Boulevard**

Double Crossover Diamond

**Athens Drive**

- Replace in Place
- Replace to North

**Ligon Street**

- Extend Existing Culvert
- Replace to South
- Replace to North

**Melbourne Road**

- Replace in Place
- Replace to North

- 1  Do not widen Melbourne Rd.
- 2  Do not add a bike lane
- 3  One sidewalk currently under construction, no others needed
- 4  No stoplight needed @ the end of Melbourne ramp, but one @ Melbourne + Kaplan would be useful
- 5  Sound wall would be useful



### Widening of I-440 Between Walnut Street in Cary and Wade Avenue in Raleigh Including Interchanges

COMMENT FORM

August 8, 2017

NAME: KINNY HARTMAN

ADDRESS: 5001 KAPLAN DR RALEIGH NC 27606

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

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**Western Boulevard**  
Double Crossover Diamond

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**Athens Drive**  
 Replace in Place  
 Replace to North

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**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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**Melbourne Road**  
 Replace in Place  
 Replace to North

CLOSE EXIT RAMP;  
KEEP OPEN ENTRANCE  
RAMP  
\_\_\_\_\_  
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**Hillsborough-Wade**

- One Flyover
- Two Flyovers
- Slight Detour

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**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

**Other Comments or Questions**

THE CODE OF ETHICS FOR  
ENGINEERS: "HOW PARAMOUNT  
THE SAFETY, HEALTH, AND  
WELFARE OF THE PUBLIC."  
IT WOULD BE MUCH SAFER  
TO CLOSE THE EXIT RAMP  
AT MELBOURNE ROAD. CARS  
EXITING THAT RAMP COME  
RIGHT INTO THE CENTER OF  
THE NEIGHBORHOOD. IT IS NOT  
SAFE!

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**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-041

COMMENT FORM

August 8, 2017

NAME:

*William Clifford*

ADDRESS:

*1113 LANDS END CT. Raleigh 27606*

E-MAIL:

[Redacted]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**

Upgrade existing

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**Western Boulevard**

Double Crossover Diamond

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**Athens Drive**

\_\_\_\_ Replace in Place  
\_\_\_\_ Replace to North

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**Ligon Street**

\_\_\_\_ Extend Existing Culvert  
\_\_\_\_ Replace to South  
\_\_\_\_ Replace to North

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**Melbourne Road**

\_\_\_\_ Replace in Place  
\_\_\_\_ Replace to North

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C-041

**Hillsborough-Wade**

\_\_\_\_ One Flyover  
\_\_\_\_ Two Flyovers  
\_\_\_\_ Slight Detour

1 [ *Have the engineers think  
very hard. Instead of  
just a flyover. Build up!* ]

\_\_\_\_\_  
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**Other Comments or Questions**

*I have no vested  
interest in the NC State  
Club or Meredith, but  
feel the designs proposed  
are appropriate. Large  
cities around the country  
have built these types  
of interchanges by building  
up!*

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**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-042

COMMENT FORM

August 8, 2017

NAME: Kathryn A. Tharp

ADDRESS: 800 Merwin Rd., Raleigh 27606-2674

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**

Upgrade existing

Solves current problems  
on Jones-Franklin.

**Western Boulevard**

Double Crossover Diamond

Looks like there will still  
be some potential for on-  
and off-traffic "crossing" in  
a limited space.

West-bound Western to S-bound Belt line  
with N-bound Beltline to W-bound Western.  
(Sorry, but I am always confused  
by 440E & 440W when the road  
is actually headed N-S)

**Ligon Street**

Extend Existing Culvert  
Replace to South  
Replace to North

A bridge  
South looks more  
direct, if impact on  
cemetery is slight (easement  
but no graves disturbed).  
But listen to families.

**Athens Drive**

Replace in Place  
 Replace to North

Need road to be open for  
traffic to Athens Dr.  
High School

**Melbourne Road**

Replace in Place  
Replace to North

- Both options have plusses  
and minuses.

- Will the entrance & exit  
ramps be open or closed  
during bridge construction?  
(and widening?)

C-042

Other Comments or Questions

Hillsborough-Wade

One Flyover  
 Two Flyovers  
Slight Detour

It's really good to see  
plans to separate merging  
and exiting traffic.

Is there a way to come  
up with some win-win  
ideas for concerns of  
University College & NESU  
University Club + golf facility?  
Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

Noticed the addition of  
bike lanes & sidewalks.  
Does adding bike lanes  
significantly reduce front  
yards for homes? (a minus)  
Sidewalks are great.  
Planters in median a plus.



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

COMMENT FORM

August 8, 2017

NAME: Karen A Juntilla

ADDRESS: 1319 Pineview Drive Raleigh 27606

E-MAIL: [REDACTED]

For Each \_\_\_\_\_ preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

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**Athens Drive**  
\_\_\_\_ Replace in Place  
\_\_\_\_ Replace to North

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**Melbourne Road**  
 Replace in Place  
\_\_\_\_ Replace to North

I do NOT want the highway ramps to Melbourne to remain open. Pineview is #3 on safety concerns due to amount & speed of traffic and eliminating the ramps will improve the lives of young & old families residing on Pineview and Melbourne. Do NOT widen Melbourne.

**Western Boulevard**  
Double Crossover Diamond

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**Ligon Street**  
\_\_\_\_ Extend Existing Culvert  
\_\_\_\_ Replace to South  
\_\_\_\_ Replace to North

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**Hillsborough-Wade**

- \_\_\_\_ One Flyover
- \_\_\_\_ Two Flyovers
- \_\_\_\_ Slight Detour

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**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

**Other Comments or Questions**

2 I feel strongly that we will need a double sound barrier along the border of all residential neighborhoods.

3 Removing Melbourne Ramps will help to calm traffic naturally throughout the neighborhood. It will help keep our neighborhood connected (Deboy)

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**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-044

COMMENT FORM

August 8, 2017

NAME: STEPHEN G. PETERSON, JR

ADDRESS: 5100 NEWCASTLE RD, RALEIGH, NC 27606

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**

Upgrade existing  
UPGRADE EXISTING AS  
SHOWN ON MAP #2 - REALIGN  
I-440 EXIT/ENTRANCE W FORT  
SUMPTER RD - CLOSE CAPITAL  
CTR. RD - ADD SHOULDER @  
CAP. CTR. RD/NIENISE DR INTERSECTION

**Western Boulevard**

Double Crossover Diamond  
SEEMS TO ME TO BE AN  
EXPENSIVE, COMPLICATED, OVER-  
KILL IN THE NAME OF WIDING  
I-440 BUT THE LEFT LANE  
MERGE ONTO I-440 SOUTH  
FROM W BLVD SHOULD BE ELIMINATED  
IN SOME MANNER - A PARTIAL  
CLOVER LEAF UNDER I-440 BRIDGE?

**Athens Drive**

Replace in Place  
 Replace to North  
WILL NEED TO KEEP EXISTING  
BRIDGE OPEN TO MAINTAIN  
ATHENS DR/JONES FRANKLIN RD  
CONNECTION TO WESTERN BLVE  
AND SHOPPING CENTER

**Ligon Street**

Extend Existing Culvert  
 Replace to South  
Replace to North

**Melbourne Road**

Replace in Place  
 Replace to North  
REALIGN DERBY ST CONNECTION  
FROM I-440 TO CONNECT WITH  
MELBOURN RD - THIS IS OUR SHORTEST  
RT TO W BLVD - ALSO TRANSIT BUSES  
USU DERBY ST TO REACH MELBOURN RD

C-044

**Hillsborough-Wade**

One Flyover  
 Two Flyovers  
Slight Detour

THIS ALSO SEEMS TO BE  
A LITTLE MORE COMPLICATED  
THAN NEEDS TO BE IN THE  
NAME OF WIDENING I-440

**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

**Other Comments or Questions**

MELBOURN RD INTERSECTION

I LIVED AT THIS ADDRESS  
IN 1959-60 WHEN THIS SECTION  
OF I-440 WAS BUILT - MELBOURNE  
RD WAS ON A RIDGE ENTERING  
CARDINAL HILLS AT KAPLAN RD  
WHEN EXCAVATION BEGAN FOR  
BRIDGE & I-440 A TEMPORARY  
ENTRANCE WAS A PAVED CONNECTION  
BETWEEN KAPLAN RD & PINEVIEW  
DR AND POWELL DRIVE WAS  
MAINTAINED IN PLACE OF  
REBUILDING MELBOURNE BRIDGE  
HAS ANY THOUGHT BEEN  
GIVEN TO BUILDING A BRIDGE  
BETWEEN POWELL DR AND  
PINEVIEW DR WITH NORTH &  
SOUTH ENTRANCES & EXITS  
FROM I-440





**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-045

COMMENT FORM

Recv'd @ Meredith  
College Small gp  
mtg 9/15/17

August 8, 2017

NAME: Alexis Walker

ADDRESS: 313 Faircloth 3800 Hillsborough St, Raleigh NC 27607

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

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**Athens Drive**  
\_\_\_\_ Replace in Place  
\_\_\_\_ Replace to North

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**Melbourne Road**  
\_\_\_\_ Replace in Place  
\_\_\_\_ Replace to North

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**Western Boulevard**  
Double Crossover Diamond

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**Ligon Street**  
\_\_\_\_ Extend Existing Culvert  
\_\_\_\_ Replace to South  
\_\_\_\_ Replace to North

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C-045

**Hillsborough-Wade**

- \_\_\_\_ One Flyover
- \_\_\_\_ Two Flyovers
- Slight Detour

1 Inconsiderate to take  
land from 2 colleges.

Unsafe conditions for  
Students

3 Major inconveniences

Puts our land in jeopardy.  
Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

**Other Comments or Questions**

2 I understand that  
a comment for lot  
may seem essential  
to you but commenters  
make a strong portion  
of the student body.

3 Many students every day  
(including me yesterday)  
walk the greenway -  
take a trip to the hubs  
parking lot, or whole foods.  
You will be taking this  
away.

This is my college  
for a bunch of people in  
a room who have no connection  
to the college seems unfair.

4 I know you are taking  
comments but it seems like  
no matter what we do  
or what we say it's not  
going to matter - it's just  
on air.

Please learn empathy!!



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

COMMENT FORM

C-046

Received at  
Meredith Coll  
Small gp mtg  
9/5/17

August 8, 2017

NAME: Hattie Greer

ADDRESS: 105 Cherokee Dr, Lexington NC 27295

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Athens Drive**  
\_\_\_\_\_  
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**Melbourne Road**  
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**Western Boulevard**  
Double Crossover Diamond

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**Ligon Street**  
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C-046

**Hillsborough-Wade**  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
 Slight Detour

1 I'm a runner on the Meredith  
Track team and my favorite  
part is how safe I feel  
running on campus trails.  
I don't have to worry about  
cars or traffic when I run.

**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

**Other Comments or Questions**

2 This will bring trash  
and noise closer to  
campus. We have weddings  
and parties and a big  
flyover would disrupt that.  
I'm not looking at roads  
and thinking about what  
they do for the community  
~~and~~ I look at  
College!



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-047

COMMENT FORM

- Recvd @ Meredith  
College Small gp  
mtg 9/5/17

August 8, 2017

NAME:

ADDRESS:

E-MAIL:

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Athens Drive**

- \_\_\_\_ Replace in Place
- \_\_\_\_ Replace to North

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Melbourne Road**

- \_\_\_\_ Replace in Place
- \_\_\_\_ Replace to North

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\_\_\_\_\_  
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**Western Boulevard**  
Double Crossover Diamond

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**Ligon Street**

- \_\_\_\_ Extend Existing Culvert
- \_\_\_\_ Replace to South
- \_\_\_\_ Replace to North

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C-047

**Other Comments or Questions**

**Hillsborough-Wade**

- \_\_\_\_ One Flyover
- \_\_\_\_ Two Flyovers
- Slight Detour

Slight detour does  
the less harm on  
the colleges in Raleigh  
as well as achieve  
the goals of DOT  
and traffic.

**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

- Yes
- No

1 Please consider comments from the Meredith College community.

I am a senior at Meredith College majoring in Political Science with Goals of attending law school. I have deep gratitude to Meredith College & the opportunities given to me here.

I fear that the expansion will cause detrimental harm to the students in many different ways. I fear this will hurt the value of the college. I fear this

2 will hurt the admissions at the college. I fear this will cause harmful impacts to the environmental factors - having the exhaust from traffic overpowering the air. I fear this will hurt the historic charm of the college. I fear this will take away the joys and activities with the greenway of the community of Raleigh.

I thank you for taking the time to speak with Meredith students. But please consider the design plan that does least harm to the college, students, and well-being of Raleigh N.C.



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

COMMENT FORM

August 8, 2017

NAME: Shirley Wentz  
 ADDRESS: 912 Ravenwood Dr., Raleigh, NC 27606  
 E-MAIL: None

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

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 \_\_\_\_\_  
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**Athens Drive**  
 Replace in Place  
 Replace to North

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**Melbourne Road**  
 Replace in Place  
 Replace to North

1 Keep ramps, but  
no bike lanes and  
no new sidewalks.

\_\_\_\_\_  
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**Western Boulevard**  
Double Crossover Diamond

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**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

COMMENT FORM

August 8, 2017

NAME: Phil King + Sandra Poole  
 ADDRESS: 1024 Ravenwood Dr, Ral. 27606  
 E-MAIL: NONE

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Athens Drive**  
 Replace in Place  
 Replace to North

No homes taken  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Melbourne Road**  
 Replace in Place  
 Replace to North

1 NO homes taken  
DO NOT widen the road  
NO Bike lanes  
Close the ramps

**Western Boulevard**  
Double Crossover Diamond

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**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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OVER

Hillsborough-Wade

- One Flyover
- Two Flyovers
- Slight Detour

Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

Other Comments or Questions

My wife Sandra and I live where Ravenwood Dr dead ends into the beltline. Yes, the last house only a few feet from the traffic, and the noise. Visitors to our home ask how we endure the noise and we just say we pretend the crashing waves of the beach is just out of sight. The only way you don't hear the noise inside is if the TV is slightly above the normal sound level. Kay Crowder told me months ago that we were getting a "BRICK WALL." To walk into your public hearing and be told by your traffic noise rep that we wouldn't get a wall because it was not "COST EFFECTIVE" ruined the night. Two more lanes, increased traffic at higher speeds, way more noise, and you will be cutting trees and vegetation between our home and the traffic. We will not be able to live here under those conditions. We pay our taxes, donate, try to be good neighbors. We don't want to move - we want a wall. Your rep would not tell me how high above "67" our reading was. You're spending millions <sup>page 133</sup> on this project. Please finish the job! Thank you - Phil King

2

My husband, Phil King, and I live at 1024 Ravenwood Drive. I understand from your noise experts that we will not get a wall to help with the beltline noise. Is this fair? We already have a lot of noise, and the widening, with increased traffic, will greatly increase the noise as well as pollution. We were told that we and Mr. Cecil Davis, our back door neighbor, are the only two affected along this stretch. Others along the beltline in the same type of location as we, are getting a wall, and we are as affected by the noises as they are — AND WE WANT A WALL!

Also, you are taking part of our property, an out building, and moving a chain-link fence to within a few feet of our home. You're not even going to use our yard for the widening. Why ruin our property by putting a fence that close and reduce our lot size? Why can't you leave the fence where it is?

Another thing that will affect us is the now existing turnaround that city trucks use (along with backing up into our property), also Fed Ex trucks, cars, and any number of work vehicles - where is that turnaround now going to be - in our yard??

How would you like for all of this to be happening with YOUR property?  
Sandra Poole

3

4



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-050

COMMENT FORM

August 8, 2017

NAME: PHILLIP T. FISHER

ADDRESS: 4306 DRIFTWOOD DR., RALEIGH NC 27606-1766

E-MAIL: [REDACTED]

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Western Boulevard**  
Double Crossover Diamond

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**Athens Drive**  
 Replace in Place  
 Replace to North

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**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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**Melbourne Road**  
 Replace in Place  
 Replace to North

1 [ because this would affect  
fewer homes. ]

Page | 32



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

C-051

COMMENT FORM

August 8, 2017

NAME: Stephen Kress

ADDRESS: 5104 Melbourne Road, Raleigh, NC 27606

E-MAIL: \_\_\_\_\_

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**  
Upgrade existing

\_\_\_\_\_  
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\_\_\_\_\_

**Western Boulevard**  
Double Crossover Diamond

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**Athens Drive**  
 Replace in Place  
 Replace to North

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**Ligon Street**  
 Extend Existing Culvert  
 Replace to South  
 Replace to North

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**Melbourne Road**  
 Replace in Place  
 Replace to North

1 [ Please remove the exits  
on both sides as well.  
Certainly by leaving the  
exits in place we will be  
violating modern highway  
standards. The Western Blvd.  
exit is just too close and we  
will continue to have problems  
and they will only get worse. (Merging + Exiting traffic in  
same small space) ]

Page | 32

Hillsborough-Wade

- One Flyover
- Two Flyovers
- Slight Detour

2

Other Comments or Questions

If the DOT replaces the Melbourne Road Bridge to the North, My property will be substantially impacted in a negative way. I will lose a number of beautiful trees and parking spots.

Parks

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes

No

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# COMMENTS AND RESPONSES

*Note: Emails/letters and responses are bound separately. Only the table of contents is provided in Volume 1. Volume 2 has the complete Appendix C.*

## C.6 Emails and Letters

**Table C6-1: Email and Letter Comments**

Doc No.	Name	Date	Page No.
EL-001	Wiley, Lisa	8/7/2017	C6-27
EL-002	Goodwin, Shafi	8/8/2017	C6-27
EL-003	Leming, Martie	8/8/2017	C6-28
EL-004	Erb, Kelly	8/9/2017	C6-29
EL-005	Lamb, Cathy	8/9/2017	C6-29
EL-006	Lee, Shakia	8/9/2017	C6-30
EL-007	Leissner, Jenna	8/9/2017	C6-30
EL-008	Manchester, Jennifer	8/9/2017	C6-30
EL-009	O'Connor, Trinnie	8/9/2017	C6-30
EL-010	Schaffer, Dianne	8/9/2017	C6-31
EL-011	Schmidl, Harald	8/9/2017	C6-31
EL-012	Selouane, Dr. Chassie	8/9/2017	C6-31
EL-013	Silber, Eva	8/12/2017	C6-31
EL-014	Yow, Haley	8/9/2017	C6-32
EL-015	Arruda, Maggie	8/10/2017	C6-32
EL-016	Jones-Renaud, Lindsey	8/10/2017	C6-33
EL-017	Manchester, Allie	8/10/2017	C6-33
EL-018	Reis, Mary	8/10/2017	C6-34
EL-019	Schneider, Bethany	8/10/2017	C6-34
EL-020	Stiff, Elizabeth	8/10/2017	C6-35
EL-021	Taylor, Callie	8/10/2017	C6-35
EL-022	Weston, Suzanne	8/10/2017	C6-35
EL-023	Wilson, Taylor	8/10/2017	C6-35
EL-024	Blevins, Kristin	8/11/2017	C6-35
EL-025	Jones, Todd	8/11/2017	C6-36
EL-026	Penn, Brooks	8/12/2017	C6-36
EL-027	Silber, Eva	8/12/2017	C6-37
EL-028	Deerhake, Bill	8/13/2017	C6-37
EL-029	Regan, Joseph	8/13/2017	C6-38
EL-030	Stager, Stan	8/13/2017	C6-39
EL-031	Barwick, Ben	8/14/2017	C6-40
EL-032	Mims, Pam	8/14/2017	C6-41
EL-033	Taylor, Allison	8/14/2017	C6-41
EL-034	Aldridge, Tiffany	8/10/2017	C6-42

**Table C6-1: Email and Letter Comments**

Doc No.	Name	Date	Page No.
EL-035	Bowers, Jane	8/11/2017	C6-42
EL-036	Napier, Shirley	8/11/2017	C6-42
EL-037	Roberts, Susan	8/13/2017	C6-42
EL-038	Houser, Amanda	8/14/2017	C6-43
EL-039	Fritschel, Betsy	8/14/2017	C6-43
EL-040	Mock, Caroline	8/15/2017	C6-44
EL-041	Taylor, Morgan	8/15/2017	C6-44
EL-042	Troxler, Heather	8/15/2017	C6-44
EL-043	Padgett, Karen	8/15/2017	C6-45
EL-044	Leith, Carolyn	8/15/2017	C6-45
EL-045	Rippy, Janet	8/16/2017	C6-46
EL-046	Newberry, Courtney	8/16/2017	C6-46
EL-047	Anderson, Kathy	8/16/2017	C6-46
EL-048	Lowe, Cynthia	8/16/2017	C6-47
EL-049	McClendon, Rebecca	8/17/2017	C6-47
EL-050	None given	8/17/2017	C6-47
EL-051	Hurt, Stephanie	8/15/2017	C6-48
EL-052	Cooper, Josephine	8/17/2017	C6-49
EL-053	Fann, Talia	8/18/2017	C6-49
EL-054	Mathews, Sidney	8/16/2017	C6-50
EL-055	Fritschel, Betsy	8/17/2017	C6-50
EL-056	Willits, Dan	8/18/2017	C6-51
EL-057	Dove, Elizabeth	8/17/2017	C6-51
EL-058	Pitts, Marcia	8/18/2017	C6-52
EL-059	Maddalena, Damian	8/17/2017	C6-53
EL-060	Thackston, Carolyn	8/20/2017	C6-53
EL-061	Bryd, Amy	8/20/2017	C6-53
EL-062	Jacobson, Laura	8/20/2017	C6-54
EL-063	Rawls, Dana	8/21/2017	C6-54
EL-064	Herrmann, Natalie	8/19/2017	C6-55
EL-065	McLean, Brenda	8/19/2017	C6-56
EL-066	Kirk, Phil	8/22/2017	C6-56
EL-067	Bateman, Susan	8/21/2017	C6-57
EL-068	Grodi, Lauren	8/21/2017	C6-57

**Table C6-1: Email and Letter Comments**

Doc No.	Name	Date	Page No.
EL-069	Garcia, Diane	8/21/2017	C6-58
EL-070	Garcia, Diane	8/21/2017	C6-58
EL-071	Henson, Michelle	8/22/2017	C6-59
EL-072	Aycock, Shannon and Matthew	8/22/2017	C6-59
EL-073	Sathoff, Rich	8/22/2017	C6-60
EL-074	Leming, Chris	8/22/2017	C6-61
EL-075	Davis, Paul	8/22/2017	C6-62
EL-076	Cleveland, Lydia	8/22/2017	C6-63
EL-077	Strickler, Nathan	8/22/2017	C6-63
EL-078	Leming, Chris	8/22/2017	C6-64
EL-079	McDonald, Virginia	8/21/2017	C6-65
EL-080	Raschke, Greg	8/21/2017	C6-66
EL-081	Tolin, Parker	8/21/2017	C6-66
EL-082	Pfeifer, Amy	8/21/2017	C6-67
EL-083	Seaton, Lacey	8/21/2017	C6-67
EL-084	Seaton, Robert	8/21/2017	C6-68
EL-085	Washburn, Jeanne	8/21/2017	C6-68
EL-086	Kelly	8/21/2017	C6-69
EL-087	Attride, Roy	8/21/2017	C6-69
EL-088	Edwards, Carolyn	8/20/2017	C6-70
EL-089	Kelly, Ellen	8/20/2017	C6-70
EL-090	Blank, Gary	8/20/2017	C6-70
EL-091	Morillo, John	8/20/2017	C6-71
EL-092	Pitts, Dennis	8/20/2017	C6-71
EL-093	Buckley, Michael	8/16/2017	C6-72
EL-094	Suski, Stephanie	8/19/2017	C6-73
EL-095	Wahl, Mary	8/16/2017	C6-73
EL-096	McEvoy, Steve and Lynne	8/19/2017	C6-74
EL-097	Hoyle, Michael	8/19/2017	C6-74
EL-098	Hampton, Natalie	8/13/2017	C6-75
EL-099	Dickey, David	8/12/2017	C6-75
EL-100	Paro, Sarah	8/11/2017	C6-76
EL-101	Maynard, Linda	8/7/2017	C6-76
EL-102	Joyner, Ann	7/31/2017	C6-76

**Table C6-1: Email and Letter Comments**

Doc No.	Name	Date	Page No.
EL-103	Switzer, Mike	8/18/2017	C6-76
EL-104	Snyder, Rosalyn	8/18/2017	C6-76
EL-105	Paumier, Jim	8/23/2017	C6-77
EL-106	Sutton, Dana	8/22/2017	C6-77
EL-107	Boone, Charlotte	8/24/2017	C6-78
EL-108	Davis, Suzanne	No date	C6-78
EL-109	Graham, Robert	8/17/2017	C6-79
EL-110	Bumgardner, Henry	8/15/2017	C6-79
EL-111	Toney, Derrell	8/17/2017	C6-80
EL-112	Brooks, Wilton	8/16/2017	C6-80
EL-113	Hines, Jacqueline	8/16/2017	C6-81
EL-114	Murphy, Leigh	8/16/2017	C6-81
EL-115	Wenstley, Ephrian	8/16/2017	C6-82
EL-116	Tonelli, Alan	No date	C6-82
EL-117	Crossno, Jette	8/15/2017	C6-83
EL-118	Lin, Michael	8/16/2017	C6-83
EL-119	Miller, Troy	8/17/2017	C6-84
EL-120	Cavanuagh, Christian	8/16/2017	C6-84
EL-121	Miller, Madison	8/15/2017	C6-85
EL-122	Taylor, Stephen	8/16/2017	C6-85
EL-123	Gales, Emily	8/16/2017	C6-86
EL-124	Blount, Wallace	8/16/2017	C6-86
EL-125	Shoenthaler, Jerod	8/17/2017	C6-87
EL-126	Anderson, Kathryn	8/21/2017	C6-87
EL-127	O'Brien, Bob	8/28/2017	C6-88
EL-128	Rahill, Tom	8/29/2017	C6-88
EL-129	Lorden, Sharon	8/28/2017	C6-89
EL-129a	Lorden, Sharon	8/31/2017	C6-90
EL-130	Urquhart, Richard	8/30/2017	C6-91
EL-131	Webb, Emerita Betty	8/30/2017	C6-91
EL-132	Narron, Holly	8/30/2017	C6-92
EL-133	Jones, Fayette	8/30/2017	C6-93
EL-134	Nance, Beth	8/30/2017	C6-93
EL-135	Dupree, Betsy	8/30/2017	C6-93

**Table C6-1: Email and Letter Comments**

Doc No.	Name	Date	Page No.
EL-136	Shaw, Meredith	8/30/2017	C6-94
EL-137	Sams, Anne	8/30/2017	C6-94
EL-138	James, Cathy	8/30/2017	C6-94
EL-139	Hill, Genevieve	8/30/2017	C6-95
EL-140	Bayard, Lisa	8/30/2017	C6-96
EL-141	Dick, Lara	8/30/2017	C6-96
EL-142	Wall, Linda	8/30/2017	C6-96
EL-143	Brooks, Katherine	8/30/2017	C6-97
EL-144	Bell, Carol Ann	8/30/2017	C6-97
EL-145	Starke, Mary	8/30/2017	C6-98
EL-146	Wagoner, Carol	8/30/2017	C6-99
EL-147	Herring, Margaret	8/30/2017	C6-99
EL-148	Cash, Kelly	8/30/2017	C6-99
EL-149	Miller, Joyce	8/30/2017	C6-99
EL-150	Washburn, Michael	8/31/2017	C6-99
EL-151	Tyndall, Mary	8/31/2017	C6-100
EL-152	High, Mark and Ruth	8/31/2017	C6-101
EL-153	Swindel, Meredith	8/31/2017	C6-101
EL-154	Noah	8/31/2017	C6-102
EL-155	Quincy	8/31/2017	C6-102
EL-156	Godwin, Betty	9/1/2017	C6-103
EL-157	Cope, Tonya	9/1/2017	C6-103
EL-158	Blaylock, Ted	9/2/2017	C6-104
EL-159	Aldridge, David	9/3/2017	C6-104
EL-160	Mattox, Isabel	9/1/2017	C6-104
EL-161	Squires, Carla	9/5/2017	C6-105
EL-162	Miller, Sam	9/6/2017	C6-105
EL-163	Corkey, William	9/6/2017	C6-107
EL-164	Carroll, Beth	No date	C6-107
EL-165	Ostrowski, Cathie	9/5/2017	C6-108
EL-166	Travis, Joseph	9/5/2017	C6-108
EL-167	Dossenbach, Mary	9/5/2017	C6-109
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EL-175	High, Nancy	9/5/2017	C6-111
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EL-177	McDonald, Florence	9/5/2017	C6-111
EL-178	Highfill, Hilda	9/5/2017	C6-112
EL-179	Carter, Carolyn	9/5/2017	C6-112
EL-180	Parker, Sarah	9/5/2017	C6-112
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EL-183	Mitchell, Beverly	9/5/2017	C6-113
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EL-185	Bramlett, Anne	9/5/2017	C6-113
EL-186	Worley, Kimberly	9/5/2017	C6-114
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EL-191	Woodlief, Patsy	9/6/2017	C6-116
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EL-197	Holec, Susan	9/6/2017	C6-118
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EL-200	Massey, Sarah	9/6/2017	C6-119
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EL-208	Gregory, Raven	9/7/2017	C6-122
EL-209	Hayes, Leslie	9/7/2017	C6-122
EL-210	None given	9/7/2017	C6-122
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EL-222	Peeler, Karen	9/7/2017	C6-127
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EL-252	Maxwell, Jim	9/7/2017	C6-141
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EL-269	Fonville, Elizabeth	9/7/2017	C6-146
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EL-307	Sconfienza, Ed	8/29/2017	C6-166
EL-308	Danskin, Phyllis	7/23/2017	C6-167

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Doc. No	Location	Topic	Comment No.	Comment	Response
EL001, EL002, EL024, EL025, EL026, EL028, EL031, EL032, EL056, EL071, EL072, EL077, EL080, EL081, EL083, EL084, EL085, EL086, EL088, EL089, EL093, EL094, EL098, EL099, EL100, EL103, EL108, EL110, EL111, EL112, EL113, EL114, EL115, EL117, EL118, EL119, EL120, EL121, EL122, EL123, EL124, EL125, EL138, EL149, EL150, EL153, EL154, EL155, EL158, EL163, EL211, EL234, EL256, EL259, EL284, EL286, EL287, EL288, EL290, EL291, EL292, EL297, EL298, EL302	Hillsborough-Wade	Right of way	Hillsborough-Wade Common #1	The proposed alternatives take too much land from the University Club and will destroy the club's facilities, which may force it to close. Please consider alternatives that take less land.	See response to Hillsborough-Wade Common Comment #1.
EL072, EL079, EL080, EL084, EL093, EL108, EL284	Hillsborough-Wade	Noise, Air quality, Water resources	Hillsborough-Wade Common #2	The proposed project would bring traffic, traffic noise, and air pollution close to University Club facilities. Also concern about water runoff and control.	See response to Hillsborough-Wade Common Comment #2.
EL079, EL080, EL084, EL092, EL093, EL103	Hillsborough-Wade	Right of way	Hillsborough-Wade Common #3	How will the University Club be compensated for their losses?	See response to Hillsborough-Wade Common Comment #3.
EL110, EL112, EL113, EL115, EL117, EL118, EL119, EL120, EL121, EL122, EL123, EL124, EL125, EL302	Hillsborough-Wade	Right of way	Hillsborough-Wade Common #4	How will the University Club employees be compensated for loss of their jobs?	See response to Hillsborough-Wade Common Comment #4.
EL002, EL004, EL005, EL006, EL007, EL008, EL009, EL011, EL012, EL013, EL014, EL015, EL016, EL019, EL020, EL021, EL022, EL023, EL024, EL034, EL035, EL036, EL037, EL038, EL039, EL041, EL042, EL043, EL044, EL045, EL046, EL047, EL048, EL049, EL051, EL053, EL054, EL055, EL057, EL060, EL061, EL062, EL063, EL064, EL069, EL070, EL106, EL108, EL126, EL130, EL131, EL132, EL134, EL136, EL137, EL138, EL139, EL140, EL141, EL142, EL143, EL144, EL145, EL146, EL148, EL149, EL152, EL153, EL156, EL157, EL161, EL163, EL164, EL165, EL167, EL168, EL169, EL170, EL171, EL173, EL174, EL175, EL176, EL177, EL178, EL179, EL180, EL182, EL183, EL184, EL185, EL186, EL187, EL188, EL189, EL190, EL191, EL192, EL193,	Hillsborough-Wade	Right of way	Hillsborough-Wade Common #6	All the alternatives take too much land from Meredith College and would impact Meredith College commuter parking and athletic field. Can the project be shifted entirely off Meredith's campus?	See response to Hillsborough-Wade Common Comment #6.
EL194, EL195, EL197, EL199, EL201, EL202, EL203, EL204, EL205, EL206, EL208, EL209, EL211, EL213, EL214, EL216, EL217, EL218, EL219, EL220, EL221, EL223, EL224, EL225, EL226, EL227, EL229, EL234, EL236, EL237, EL239, EL241, EL242, EL243, EL245, EL246, EL248, EL249, EL250, EL252, EL253, EL254, EL255, EL258, EL259, EL260, EL261, EL262, EL263, EL264, EL265, EL266, EL267, EL268, EL269, EL272, EL273, EL274, EL275, EL276, EL278, EL279, EL280, EL281, EL282, EL284, EL285, EL286, EL294, EL296, EL301, EL303	Hillsborough-Wade	Right of way	Hillsborough-Wade Common #6	Comment #6, continued list of emails/letters.	See response to Hillsborough-Wade Common Comment #6.

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Doc. No	Location	Topic	Comment No.	Comment	Response
EL005, EL036, EL037, EL038, EL040, EL044, EL046, EL049, EL053, EL057, EL061, EL062, EL063, EL064, EL068, EL126, EL130, EL134, EL136, EL152, EL165, EL174, EL180, EL189, EL194, EL195, EL202, EL204, EL209, EL234, EL252, EL253, EL262, EL276, EL278, EL279, EL284, EL301	Hillsborough-Wade	Noise, Air quality	Hillsborough-Wade Common #7	The project will bring noise and fumes closer to the Meredith College campus .	See response to Hillsborough-Wade Common Comment #7.
EL005, EL036, EL037, EL038, EL039, EL040, EL044, EL046, EL053, EL055, EL057, EL061, EL062, EL063, EL064, EL130, EL157, EL180, EL202, EL204, EL209, EL279	Hillsborough-Wade	Lighting	Hillsborough-Wade Common #8	The lighting masts for the proposed project will be a visual impact to the Meredith College campus and the lights may cause light pollution on campus.	See response to Hillsborough-Wade Common Comment #8.
EL038, EL040, EL044, EL046, EL053, EL057, EL061, EL063, EL064, EL126, EL134, EL152, EL165, EL201, EL234, EL262, EL278, EL284	Hillsborough-Wade	Historic resources	Hillsborough-Wade Common #9	The construction and operation of all three alternatives for the Wade Avenue/Hillsborough Street area will negatively affect Meredith College's National Register eligible historic district. The project would compromise Meredith College's ability to continue growing in a manner consistent with the college's 126-year mission and campus master plan, "a state-recognized Designed Historic Landscape," that we have followed for over 50 years.	See response to Hillsborough-Wade Common Comment #9.
EL064, EL072, EL149, EL150, EL151, EL238, EL245, EL288, EL289, EL290, EL294, EL297, EL298, EL302, EL304	Hillsborough-Wade	Design	Hillsborough-Wade Common #10	Eliminate the interchange at Hillsborough Street.	See response to Hillsborough-Wade Common Comment #10.
EL276, EL303	Hillsborough-Wade	Right of way	Hillsborough-Wade Common #15	Move the roadway improvements east to avoid impacts to University Club property. Or inversely, move the roadway improvements more to the west to avoid impacts to Meredith College property.	See response to Hillsborough-Wade Common Comment #15.
EL-003	Hillsborough-Wade	University Club	1	The University Club has put many capital improvements into our facility in the past few years. Our most recent addition, the snack facility for the pool and tennis area, does not even appear on your plans.	The new pro shop/snack bar was constructed after the aerial photograph was taken. The project team was aware of this new building through site visits. The building is not anticipated to be impacted.
EL-003	Hillsborough-Wade	Public involvement	2	The University Club needs to be re-included as a stakeholder in this project and our concerns and requests for redesign or compensation needs to be addressed.	NCDOT has coordinated with the University Club administration throughout the project development process. The University Club was a member of the project's Stakeholder Advisory Committee and five additional individual meetings with the University Club were held, as described in Section 4.4 of the Environmental Assessment. NCDOT will continue to coordinate with the University Club as the project moves forward through final design and construction.
EL-003	Hillsborough-Wade	Public involvement	3	The changes to this plan over time has not be adequately communicated to the University Club in a timely manner. The previous public meeting to this one was in 2014 and our club was not impacted to such an extent as the current options are showing.	See response to Comment #2 in Document EL-003.
EL-010	Hillsborough-Wade	Public involvement	1	Firstly the oral-statements section was unfairly monopolized by members of the NCS University Club. I have been to other public meetings where speakers were asked to not waste everyone's time by repeating what has already been stated.	At all NCDOT Public Hearings, speakers are asked to limit their remarks to 3 minutes until all speakers wanting to speak have had their turn. If time allows, speakers can return to the microphone and add to their statements. NCDOT provides equal opportunities for all citizens wishing to speak, and does not have control over what each one chooses to say. All speakers at the August 8, 2017 Public Hearing that signed up or requested to speak had an opportunity to do so.
EL-010	Hillsborough-Wade	Safety	2	However, I do think the one speaker had a point about a safety wall along the pool.	See response to Hillsborough-Wade Common Comment #5.
EL-017	General	Public Transit	1	Therefore, there are better transportation methods that can be built instead, such as a sky tram or a TEB (Transit Elevated Bus). I understand the traditional underground subway may be a difficult venture due to Raleigh's high water table, but the former two suggestions will run more than smoothly (and look a lot more innovative!) In dozens of historic cases, cities have suffered through the arduous process of expanding roads until there is simply no room left, and then spend even more time and money on alternative means of transport. If Raleigh bypasses this cycle altogether and turns to more efficient transportation now, time and money will be saved.	The Capital Area Metropolitan Planning Organization (CAMPO) prepares long range transportation plans for the region that consider all modes of transportation (roadways, transit, bicycles, and pedestrians). Public transit, in addition to roadway improvements, is part of the CAMPO's 2040 Metropolitan Transportation Plan.



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EL-018	Hillsborough-Wade	Design	1	To wipe out a fifth of the campus is just inexcusable. If you must expand, have you considered a second story highway?	See response to Hillsborough-Wade Common Comment #1. In the Wade Ave and Hillsborough St interchange area, the on/off ramps need to be upgraded to current NCDOT and FHWA design standards in addition to adding the extra two through lanes along I-440. Building the extra through lanes above the existing roadway would not address the need to upgrade the on/off ramps, which are what cause the footprint to expand outside the existing right of way.
EL-027	Melbourne Rd	Design	1	Replace that bridge which is too old, and leave everything as is. Do not close Deboy St. ramp...	See response to Melbourne Rd Common Comment #2.
EL-027	Melbourne Rd	Traffic	2	...and oh yes there is no need to install right light.	See response to Melbourne Rd Common Comment #3.
EL-029	Jones Franklin Rd	Design	1	Jones Franklin Road: I can understand the need to rebuild the interchange, but not to relocate and widen Fort Sumter Road. Doing so would promote its connection through Roylene Acres to Buck Jones Road, and increase traffic through that residential community (in my own neighborhood, we are currently trying to restrict through-traffic).	Fort Sumter Rd would be shifted slightly northward at Jones Franklin Rd to properly align the intersection across from the I-440 ramps. Fort Sumter Rd would not be widened, except to add a lane at the immediate vicinity of the intersection for vehicles who want to travel straight through the intersection to access the ramp to eastbound I-440.
EL-029	Melbourne Rd	Traffic	2	Also, I question the need for any traffic lights; Melbourne is not a heavily used road, but a light on the east side of the bridge has the potential of backing up traffic onto Kaplan Drive.	See response to Melbourne Rd Common Comment #3.
EL-029	Western Blvd	Design	3	If the Double Crossover Diamond is chosen, however, please at least shift it west enough so that there will be no residential relocations (take a little more of the Kmart parking lot – it's not as if it has ever been fully utilized, or will be).	Residential relocations may occur on the eastbound side of Western Blvd east of I-440 (Map in EA Appendix B, page B-15). The location of the alignment of Western Blvd in this area is constrained by the need to tie the new alignment of Western Blvd with the existing alignment. However, measures to minimize right of way will continue to be investigated through final design.
EL-029	Ligon St	Design	4	If DOT and the City of Raleigh think they can turn Ligon Street into another thoroughfare through the community (and take residences), they may do better to consider all consequences.	See response to Ligon Street Common Comment #2. The Build Bridge to North Alternative would impact 10 units in the Method Townes townhome community, which is marketed as student rental housing for NC State University. No church would be encroached upon by the project. Access to the Oak Grove Cemetery from the Method neighborhood would be enhanced by the bridge alternatives with a safer bridge crossing and pedestrian access through the addition of sidewalks.
EL-029	Hillsborough-Wade	Design	5	Even in the Slight Detour Alternative the penalties for both are severe, but could be partly alleviated by moving the side, parallel corridor roads closer to I-440.	See responses to Hillsborough-Wade Common Comments #1 and #6.
EL-029	Hillsborough-Wade	Design	6	Moving these [ramps parallel to I-440 mainline] would allow the ramps from eastbound and westbound Wade Avenue to southbound I-440 to be shifted, so as to avoid taking much of the University Club's property. If eastbound Wade Avenue traffic were made to cross over westbound Wade Avenue traffic, just as westbound traffic has to cross over eastbound, the ramp from eastbound Wade to southbound I-440 could be moved further. If the current ramp from eastbound Wade to northbound I-440 was retained, the proposed Flyover could be eliminated and perhaps any land acquisition from either Meredith or the University Club avoided.	See responses to Hillsborough-Wade Common Comments #1 and #6. Also, the flyover ramp from eastbound Wade Ave to eastbound I-440 is proposed under all the Detailed Study Alternatives because this is the movement with the highest projected traffic volumes within this interchange and a loop ramp would not be able to accommodate this volume of traffic (over 2,600 vehicles in the 2035 peak hour).
EL-029	Hillsborough-Wade	Design	7	Almost all drastic changes could be sidestepped, of course, if the Hillsborough Street access to and from I-440 was closed.	See response to Hillsborough-Wade Common Comment #10.
EL-030	Hillsborough-Wade	Design	1	I believe that it is possible to come up with a design that does not put the University Club out of business and does not further impact Meredith College to such a significant degree. To that end I would respectfully ask NCDOT to consider an alternative design expressed in the attachments.	See responses to Hillsborough-Wade Common Comments #1 and #6. The schematic provided in the letter was reviewed and NCDOT appreciates this detailed input, but as explained below, this suggested design is not feasible.  For the area between Hillsborough St and Wade Ave, in the existing configuration and in the design provided, there are weaving areas in both directions of I-440 between the Wade Ave and Hillsborough St on/off ramps that do not meet minimum recommended distances based on NCDOT and FHWA guidelines. Upgrading the on and off ramps to current design standards would result in even shorter weaving distances and would not receive FHWA approval. For the proposed ramp movements at Wade Ave, ramp spacing and vertical clearance requirements would render the design as drawn in the provided schematic not possible.
EL-033	Hillsborough-Wade	Community resources	1	There must be a better way to accommodate automobile traffic other than destruction of these 2 historic facilities and in the process, contribute to destruction of the character of the surrounding campus and residential area.	See responses to Hillsborough-Wade Common Comments #1, #6, and #9. No properties on or eligible for listing on the National Register of Historic Places would be adversely affected by any of the Detailed Study Alternatives.

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EL-033	Hillsborough-Wade	Community resources	2	And who is going to want to visit the NC State Arboretum with the increased traffic noise?	There will be no encroachment on the JC Raulston Arboretum with any of the Detailed Study Alternatives. Predicted future noise levels with the project in place were modeled at the arboretum. Predicted year 2035 peak hour traffic noise levels at the arboretum are predicted to be 65 dBA Leq, which is below the 66 dBA Leq noise level at which noise abatement must be considered.
EL-033	Hillsborough-Wade	Design and Public Transit	3	Isn't it possible to create an outer beltline branch that diverts some of the traffic away from the center of these campuses? Perhaps with a plan to use the existing corridor for rail in the future?	I-540 and I-40 provide alternative routes for regional traffic and were accounted for in the traffic forecasts. Constructing a new controlled access facility outside of I-440 in this area would cause many more impacts to residences, businesses, and institutions than the proposed project.
EL-049	Hillsborough-Wade	Community resources	1	Other than stating that right-of-way will be taken, the Environmental Assessment fails miserably to address the impacts to the college and her students from the highway, its concomitant expressways, ramps, berms, bridges and flyovers.	The Environmental Assessment and associated Community Impact Assessment address impacts to Meredith College. NCDOT will continue to work with Meredith College on ways to minimize adverse effects to the campus throughout the design and construction phases of the project.
EL-050	Hillsborough-Wade	Community resources	1	Tough choices will need to be made but only a handful of people use the 9 hole course - the tennis courts and parking could be relocated to that area and the course eliminated, which would probably be a benefit.	See responses to Hillsborough-Wade Common Comments #1 and #3.
EL-052	Hillsborough-Wade	Community resources	1	NCDOT has not adequately evaluated the short-term and long-term impacts to Meredith College caused by the I-440 Beltline Widening project. I request that a more thorough Environmental Assessment be conducted to evaluate more fully the impacts on Meredith College.	The Environmental Assessment and Community Impact Assessment adequately address impacts to Meredith College.
EL-058	Hillsborough-Wade	Design	1	If DOT would remove access to Hillsborough Street in favor of Wade Avenue with newly engineered access...	See response to Hillsborough-Wade Common Comment #10.
EL-058	Hillsborough-Wade	Design	2	...keep the centerline of the existing road where it is and add only one lane in each direction, this might lessen the impact on everyone.	Adding one lane in each direction and retaining the existing configurations of the interchanges are not feasible. In the existing configuration, there are weaving areas in both directions of I-440 between the Wade Ave and Hillsborough St on/off ramps that do not meet minimum recommended distances based on NCDOT and FHWA guidelines. Upgrading the on and off ramps to current design standards would result in even shorter weaving distances and would not receive FHWA approval.
EL-059	Melbourne Rd	Design	1	As discussed, I'd appreciate any summary reports, example meeting publication materials, or sample size/geography descriptions you can provide that will highlight the decision process to retain the ramps at Melbourne Rd.	See response to Melbourne Rd Common Comment #1. A summary of public involvement prior to the Environmental Assessment (EA) is included in Chapter 4 of the EA.
EL-059	Melbourne Rd	Noise	2	Additionally, if you have any information regarding the noise sampling done for the project I would appreciate that too. Specifically I am interested in the values, dates, times, and locations for all samples used to tune the noise modeling done for the project.	<p>The existing noise environment and noise measurements taken for the project are described in Section 3.5.2 of the Environmental Assessment. An excerpt is provided below.</p> <p>"Existing traffic noise is a major part of the ambient noise environment along the I-440/US 1-64 project corridor. Traffic noise varies by time of day and proximity to major roadways.</p> <p>Existing noise was measured for 20-minute daytime periods at eight representative locations along the corridor to help characterize the noise environment. Measurements ranged from 53 to 56 dBA Leq behind an existing noise wall at Charlotte Court at the eastern end of the project to 65 to 70 dBA Leq at Method Community Park, where the highway can be seen through a narrow buffer of vegetation.</p> <p>These measurements, with traffic counts taken during the measurements, were input into TNM computer models to validate that the computer models can adequately predict traffic noise in the project corridor.</p> <p>These TNM computer models of the measurement areas showed the output results are within allowable tolerances (±3 dBA) of the actual measurements. This validation provides a level of confidence in the noise model results when modeling the existing and future conditions at locations along the entire corridor."</p>
EL-065	Hillsborough-Wade	Right of way	1	Since the State owns the land the University Club sits on and the State will own and maintain the new roadway, why not use the University Club land for the expansion entirely.	See response to Hillsborough-Wade Common Comment #15.

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Doc. No	Location	Topic	Comment No.	Comment	Response
EL-066	Hillsborough-Wade	Lighting and Noise	1	I would respectfully urge that more attention be given to the impact on the two historic Raleigh institutions as it relates to lighting, noise, and green space.	See response to Hillsborough-Wade Common Comments #2, #7, #8, and #9.
EL-066	Hillsborough-Wade	Community Resources	2	I respectfully ask that DOT consider the human factors involved and the tremendously negative impact on Meredith and NCSU while giving another serious look at the ramifications of this tax payer-financed project.	NCDOT has considered the impacts to the human and natural environments, as documented in the EA. Also, see responses to Hillsborough-Wade Common Comments #1 and #6.
EL-067	Hillsborough-Wade	Design	1	Why not consider lowering the speed limit for this road as part of the plan to make it safer? It is not unusual to have inner city highways with a 50 mph speed limit.	The speed limit along the project is proposed to match the speed limits along the rest of the I-440 Beltline.
EL-068	Hillsborough-Wade	Community Resources	1	This expansion could take away the colleges on-campus apartments, the commuter parking lot, and the lot we have reserved for future gym expansions, classroom buildings, and residence halls.	See response to Hillsborough-Wade Common Comment #6. Although all the Detailed Study Alternatives would require land from Meredith College, none would require taking The Oaks apartment building.
EL-068	Hillsborough-Wade	Public involvement	2	I understand that we are a small women's college, and are probably overlooked in the large scheme of things but the students that go here matter.	See response to Comment #1 in document EL-277. NCDOT has coordinated with Meredith College numerous times during the project development process, as described in Section 4.4 of the Environmental Assessment. In addition, an information session was held on September 8, 2017, at Meredith College for students to hear information about the project, ask questions, and provide their input since classes were not in session when the formal Public Hearing was held on August 8, 2017.
EL-073	Hillsborough-Wade	Design	1	1) Have no Hillsborough exit to/from 440. This would save a lot Meredith and NCSU club.	See response to Hillsborough-Wade Common Comment #10.
EL-073	Hillsborough-Wade	Design	2	2) Make 440 from Wade to Hillsborough a tunnel. Several cities like Dallas and Boston have done this.	This is not a feasible solution for this corridor. Constructing a tunnel or putting the I-440 mainlines in a trench would require closing I-440 for an extended period of time (many months). Maintaining traffic flow on I-440 during construction is important because I-400 is a vital part of the region's transportation network.
EL-073	Hillsborough-Wade	Design	3	3) Make 440 a double decker, put the extra lanes above the existing lanes.	This is not a feasible solution for this corridor. See response to Comment #1 in document EL-018 in this section.
EL-074	Hillsborough-Wade	Right of way	1	How will the Club be adequately compensated for its complete loss of tennis facilities and parking facilities? I'm sure I need not remind NCDOT of a tragic accident several years ago.	See response to Hillsborough-Wade Common Comment #3.
EL-074	Hillsborough-Wade	Noise	2	How will the Club be adequately protected against the impending explosion of noise pollution?	See response to Hillsborough-Wade Common Comment #2.
EL-074	Hillsborough-Wade	Safety	3	How will the Club be adequately protected against the risk of cars propelling themselves off the highway and into whatever exists on the other side of the shoulder?	See response to Hillsborough-Wade Common Comment #5.
EL-075	Hillsborough-Wade	Design	1	1) Can't the plans be scaled down overall?	See responses to Hillsborough-Wade Common Comments #1 and #6.
EL-075	Hillsborough-Wade	Design	2	2) Can't the belt line be shifted the other direction or higher to minimize damage to the land?	Shifting the widening of I-440 to the other direction (east) would impact Method Community Park and several residences in the Method neighborhood as well as the Berry O'Kelly School Historic District, which is eligible for listing on the National Register of Historic Places.
EL-075	Hillsborough-Wade	Design	3	3) Do the exit ramps have to take up so much space and land?	See responses to Hillsborough-Wade Common Comments #1 and #6.
EL-075	Hillsborough-Wade	Design	4	4) Let's make the Wade Ave exit more of a thoroughfare and decrease the size of the Hillsborough exits... 5) Or best of all, how about we eliminate the Hillsborough Exit ramps all together and just widen the roads??? It would solve so many of these problems and it would significantly reduce expenses as well. Besides the Hillsborough Street has been undergoing construction for 5+ years to NARROW it so it is no longer a thoroughfare anyways!	See response to Hillsborough-Wade Common Comment #10.
EL-075	Hillsborough-Wade	Noise	5	The proximity and noise pollution alone is enough to destroy the UClub's existence not to mention the land that will be lost.	See responses to Hillsborough-Wade Common Comments #1, #2, and #3.
EL-076	Hillsborough-Wade	Parks and Greenways	1	At what point will you be able to provide us a list of comments/questions that the public had regarding the impacts to NCMA? In addition, what format will these be presented?	See response to this letter (Letter A-015) under Agencies/Organizations.

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EL-078	General	Design-Build process	1	“Not to worry”, “Just give us your concerns and recommendations and this can be fixed later in the process” are not likely to be true assurances if there is not an adequate amount of time allowed for a thoughtful redesign to be made before awarding the contract to the construction firms who will finish the details of the design and begin the construction. The constraints of eminent domain and the environmental impact study that has already been completed significantly restricts any design changes by the design-build contractor and will make the assurances given to us by the DOT representatives to be, at best, intentionally misleading.	Additional measures to minimize right of way needs between Hillsborough St and Wade Ave were investigated and are presented in the Finding of No Significant Impact (FONSI). See responses to Hillsborough-Wade Common Comments #1 and #6. The design-build teams will be encouraged to reduce impacts, costs, and schedule with their proposed final designs along the entire corridor and to propose innovative solutions as part of their bids. If a design-build team proposes a design that is substantially different or causes substantially different impacts than those presented in the Environmental Assessment/FONSI, then these proposed changes would be required to be reevaluated under the National Environmental Policy Act (NEPA).
EL-078	General	Design-Build process	2	Please delay the contract timeline until our concerns are addressed and revised plans can be supplied to the firms bidding on this project.	See response to Comment #1 in this document (EL-078).
EL-079	Hillsborough-Wade	Air quality	1	The beltline was built before leaded fuel was phased out. That means that the dirt in the construction area has lead in it. Once construction begins, it will become airborne in the construction dust... I do not think that your Environmental Assessment sufficiently accounted for this lead exposure, inconsistent with the requirements of NEPA and NC's code.	Soil contamination from the historical use of leaded gasoline is anticipated to be found in roadside soils at de minimis levels and likely similar to naturally occurring lead in this region. Lead concentrations in roadside soils is not anticipated to be greater than worker safety levels established by the EPA. Dust control measures required by the construction contractor should prevent exposure to workers and the public during construction
EL-079	Hillsborough-Wade	Noise, Air quality, Water resources	2	Also with regard to the Environmental Assessment, what health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin?	See response to Hillsborough-Wade Common Comment #2.
EL-079	Hillsborough-Wade	Right of way	3	What is the plan to make sure the NCSU Club is properly compensated for these losses? I am very concerned that the Club be appropriately compensated for any damages to its property.	See response to Hillsborough-Wade Common Comment #3.
EL-082	Hillsborough-Wade	Parks	1	Also, we are frequent users of the greenway from Meredith to the art museum, and it would be terrible to lose even part of that, especially the pedestrian bridge.	Reedy Creek Greenway will be relocated and temporary closures kept to the minimum practicable during construction. None of the preliminary designs of the Detailed Study Alternatives impact the pedestrian bridge.
EL-087	Hillsborough-Wade	Community Resources	1	What steps are being considered to preserve the University Club and its positive impacts to the community and so many families in the area?	See responses to Hillsborough-Wade Common Comments #1 and #3.
EL-087	Hillsborough-Wade	Safety, Noise, Air quality	2	What health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin?	See response to Hillsborough-Wade Common Comment #2.
EL-090	Hillsborough-Wade	Design	1	Be it resolved, That the North Carolina State University Faculty Senate appeals to North Carolina Department of Transportation planners to eliminate the Hillsborough Street interchange with I-440...	See response to Hillsborough-Wade Common Comment #10. Also, see responses to this letter under Agencies/Organizations.
EL-091	Hillsborough-Wade	Parks and Greenways	1	...the Meredith College campus, which I enjoy for its natural beauty and biking, poses issues of value involving means versus ends.	Reedy Creek Greenway will be relocated and temporary closures kept to the minimum possible during construction. Also, see response to Hillsborough-Wade Common Comment #6.
EL-092	Hillsborough-Wade	Public Involvement	1	Please note that all of the following information was shared with the NCDOT representatives at a meeting held at the NCSU Club in early 2016, and they have done nothing to address any of these issues! The speaker for NCDOT at the public hearing did not even recognize the NCSU Club in her description of negative impacts!	Impacts from the Detailed Study Alternatives are discussed in Chapter 3 of the Environmental Assessment. See response to Hillsborough-Wade Common Comment #1.
EL-092	Hillsborough-Wade	Community Resources	2	In addition, the NCSU Veterinary School will lose a large Tree Conservation Area that was required by the City of Raleigh during their last expansion.	NCDOT will reestablish vegetative buffers after construction is complete. The City of Raleigh Special Highway Overlay District (SHOD) requirements for forested buffer do not apply to the project. If these buffers on adjacent properties are reduced due to the project, they will not need to be enlarged by the property owner unless the property is redeveloped.
EL-092	Hillsborough-Wade	Safety	3	The use and safety of the pools will be compromised with a significant increase in noise and visual impacts from the highway that will be less than 100 feet away with no wall or tree buffer.	See response to Hillsborough-Wade Common Comment #5.
EL-092	Hillsborough-Wade	Right of way	4	The impacts to the NCSU Club and Meredith College have much more than a financial impact, but NCDOT has yet to address the simple dollars and cents of these damages. If NCDOT would commit the needed millions of dollars necessary to make the NCSU Club and Meredith College “whole”, each could move ahead to make new plans and construct facilities that would minimize the impacts in two years, but we must start NOW!	See responses to Hillsborough-Wade Common Comments #1 and #3 at the beginning of this section. Right of way costs are listed in Appendix C of the EA.

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EL-092	Hillsborough-Wade	Right of way	5	The impact for the NCSU Club and the NCSU Short Game facilities is likely to be more than \$20,000,000. Plus, how many millions will it take to make Meredith College whole?	Right of way cost estimates for the area between the Wade Ave and Hillsborough St interchanges are listed in the Environmental Assessment Appendix C (page C-9), and are updated for the Selected Alternative in the FONSI. See also Hillsborough-Wade Common Comments #1 and #6.
EL-092	Hillsborough-Wade	Design	6	NCDOT may want to consider reducing the impacts to both sides by using more urban design solutions using multiple bridges to "stack" the traffic inside the existing corridor rather than taking their typical easy approach by spreading out over the landscape to take whatever they deem necessary to handle the peak traffic impacts.	See responses to Hillsborough-Wade Common Comments #1 and #6.
EL-095	Hillsborough-Wade	Right of way	1	What is the plan to make sure the NCSU Club is properly compensated for these losses?	See responses to Hillsborough-Wade Common Comment #3 and #4.
EL-095	Hillsborough-Wade	Safety, Noise, Air quality	2	What health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin? I did not see these concerns addressed in the plans as presented that will affect myself and my family.	See response to Hillsborough-Wade Common Comment #2.
EL-095	Hillsborough-Wade	Design	3	Please come up with a better plan that will decrease impact on this club and Meredith college. Perhaps flyovers like in big cities with limited land might be considered.	See responses to Hillsborough-Wade Common Comments #1 and #6.
EL-096	Hillsborough-Wade	Design	1	The skew angle of the ramp "B" to "A" (Wade Avenue eastbound exit ramp) flyover bridge (near the University Club Golf facility) should be allowed to increase to more than normal standards. This could result in a significant reduction of right-of-way width by allowing the southbound exit ramp of I-440 to Hillsborough Street and the ramps from Wade Avenue to I-440 southbound and Hillsborough Street to be moved east closer toward I-440. This in turn would significantly reduce the amount of land area required on the University Club property. The Design-Build Contractor should be incentivized to do this as it will likely require a longer and thus more expensive bridge.	See responses to Hillsborough-Wade Common Comments #1 and #6.
EL-097	Hillsborough-Wade	Safety	1	How can you have a pool w kids and families directly next a major highway? There's no way an accident doesn't occur with rubberneckers and simply just that much more traffic right next to a pool.	See response to Hillsborough-Wade Common Comment #5.
EL-101	General	Public involvement	1	Comment - since when does the NCDOT care about what citizens of NC want or don't want? This is a formality. Please send me the draft EA statement so comments/findings can be submitted. Again a formality. I am very familiar with EIS's.	The NCDOT cares a great deal about what the citizens of North Carolina want. Projects built by the NCDOT start at the local level. They must first be included in a region's long range transportation plan. For the Raleigh area, this is prepared by the Capital Area Metropolitan Planning Organization (CAMPO). Local governments, who represent the local population, are members of CAMPO and adopt the long range transportation plan. Citizens have opportunities to comment on these plans. For the I-440 project, numerous public meetings and small group meetings with local organizations were held to obtain input. In addition, a Stakeholder Advisory Committee was established for the project, which met at major milestones to receive input. How concerns were addressed leading up to completion of the Environmental Assessment (EA) is summarized in Chapter 4 of the EA. How concerns were addressed as a result of the public comment period for the EA are summarized in the Finding of No Significant Impact (FONSI) and the comment/response tables included in the FONSI.
EL-102	General	Design	1	Has the alternative for U-2719 been set? Do you have the r/w dsn cad files for that? I don't need the final set.	The Preferred Alternative is selected after the Public Hearing and review of all comments received. The Preferred Alternative is described in the FONSI.
EL-104	Hillsborough-Wade	Right of way	1	Will we [University Club members] be individually reimbursed for the very substantial investment which will be lost?	See response to Hillsborough-Wade Common Comment #4.
EL-105	General	Public involvement	1	Why was there no notification that the comment deadline had been extended to September 8? On Monday, I sent a message on NextDoor announcing that the close was Tuesday and provided a link directly to the comment page. I got a reply from someone, who also had not been notified, who told me about the extension. It is somewhat buried on the project's home page and does not appear on the comment page. This is bad form.	Thank you for sending out the notice to your listserve regarding the comment period extension. Notice of the extension was included on the project website. In addition, there was an article in the News and Observer.

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Doc. No	Location	Topic	Comment No.	Comment	Response
EL-107	Ligon St	Community resources	1	I am deeply concerned about the impact of the I-440 Widening upon the Historically African American Community of Method. To name just a few, Method contains Oak City Baptist Church, Oak Grove Cemetery, and The Berry O'Kelly School. If I recall correctly, Berry O'Kelly is on the National Register of Historic Sites. Oak City Baptist is at least 150 years old and should qualify as a National Historic Site. The Oak Grove Cemetery is the burial place of many prominent, yet humble citizens of Raleigh- descendants of slaves and sharecroppers who had a lasting positive impact upon our city and our great State.	<p>The cultural resources studies conducted for the project determined, in consultation with the NC State Historic Preservation Office (HPO), that Oak Grove Cemetery and the Berry O'Kelly School Historic District (encompassing Method Community Park and St James AME Church) are eligible for listing on the National Register of Historic Places.</p> <p>Neither the widening of the I-440 mainline nor any of the Detailed Study Alternatives would encroach on the Berry O'Kelly School Historic District. A noise wall is recommended in this area along the shoulder of I-440 from Ligon St to just past Method Community Park to reduce noise levels at the park and residences in the Method community. The NC HPO determined the project would have No Adverse Effect on the Berry O'Kelly School Historic District with the condition that aesthetic treatments for the community side of the noise wall should be considered with input from the City of Raleigh and the Method neighborhood (EA Section 3.3.2).</p> <p>At Oak Grove Cemetery, the Build Bridge to North Alternative and Extend Existing Traffic Culvert Alternative were determined by NC HPO to have No Adverse Effect on the cemetery, with the condition that aesthetic treatments for the bridge be incorporated in coordination with the Method neighborhood and the City of Raleigh. The Build Bridge to South Alternative was determined by the NC HPO to have an Adverse Effect. This will be considered in the selection of a Preferred Alternative.</p>
EL-107	Ligon St	Community resources	2	One of the oldest or perhaps the oldest deacon at Oak City Baptist Church lovingly and diligently maintains Oak Grove Cemetery. The deacon has made the maintenance of Oak Grove Cemetery a community service project which impacts youth and helps them make a positive difference in our community.	As part of the community impact studies for the project, NCDOT interviewed the deacon and another elder to understand the history of the community and the importance of the Oak Grove cemetery. The interview is summarized in the Community Impact Assessment (June 2017). Oak Grove Cemetery will not be encroached upon by the project and access will be maintained.
EL-107	Ligon St	Design	3	We could alter the route to more commercial areas such as near the PNC arena. This would have a much greater and positive impact upon our city and state.	I-440, Wade Ave and I-40 form a high-capacity loop around the PNC Arena/State Fairgrounds area. All sides are needed to carry the existing and projected traffic volumes in this area of Raleigh. The Capital Area Metropolitan Planning Organization (CAMPO) prepares long range transportation plans for the region that consider all modes of transportation (roadways, transit, bicycles, and pedestrians). Public transit, in addition to roadway improvements, is part of the CAMPO's 2040 Metropolitan Transportation Plan.
EL-107	Ligon St	Public involvement	4	Let us work together to minimize the impact on Method and preserve our community for the benefit of all people.	NCDOT sincerely desires to work with communities along the corridor to understand and address concerns. Coordination with the Method community and others that has occurred up to the Environmental Assessment is described in Section 4.4 of the Environmental Assessment. NCDOT is looking forward to continue to work with the Method community through final design and construction. Also, see response to Comment #1 in this document (EL-107).
EL-109	Ligon St	Other	1	From time to time I receive correspondence from various NC government agencies and it is incorrectly addressed to "John H. Voorhees, Jr". I've included the latest mailing and it has your return address. I've contacted the City of Raleigh at least a couple of times attempting to have this corrected. I'm guessing some database is being used which contains outdated information. Mr. Voorhees hasn't lived at this address for quite some time. Is this something you're willing to follow up on and have updated?	We conducted research using Wake County's iMaps GIS/real estate mapping/database tool. A postcard was sent to Mr. Voorhees at your address because he is listed as the owner of a parcel on Jones Franklin Road within the project corridor. This parcel has Mr. Voorhees' mailing address listed as your current address. The parcel looks to be a remnant parcel entirely enclosed in another parcel and no longer exists. We have sent this information to the City of Raleigh's GIS Department for correction.
EL-116	Hillsborough-Wade	Design	1	The NC-DOT projected 6-lane portion of I-440 between Wade Ave. and Hillsborough St. places it to the West of the current 4-lanes of I-440, which already abuts the NC-State University Club property. This is the only portion of the 6-lane projected I-440 that does not lie directly upon the current 4-lane I-440. If it is not moved back to the East of the current NC-DOT location, then the NC-State University Club will lose too much of its available 40+ acres to continue operating there.	See response to Hillsborough-Wade Common Comment #15.

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EL-127	Hillsborough-Wade	Design	1	The current plan for traffic flow exiting onto west bound Hillsborough St. is the design element that is enormously going to affect The Club. One of those exit routes is to handle east bound Wade Ave. traffic that is presently exiting by ramp toward the south, briefly joining the beltline, then ramping southwest to join west bound Hillsborough St. Is this route really necessary? There are only 2 facilities on Hillsborough St. between the I-440 beltline and Blue Ridge Rd. – The University Club and the NCSU Vet School. The east bound Wade Ave. traffic wishing to go to either of these places, or head further west on Hillsborough St. can easily exit at Blue Ridge Rd. and head south to Hillsborough St. By eliminating this one exit route, I believe a modified design could be developed that would cut significantly back on the amount of University Club land needed for the project.	See response to Hillsborough-Wade Common Comment #10.
EL-128	Jones Franklin Rd	Design	1	We request that the final design include a right in/right out access to these two parcels [614 and 616 Appleton Dr] on Jones Franklin Road with a secondary access to Fort Sumter Road thru the Sumter Square Apartments as depicted on the attached Exhibit. We understand that the current preliminary design has Control of Access on Jones Franklin Road.	This request will be considered in a driveway access study, which will be completed during final design.
EL-129	Melbourne Rd	Public involvement	1	I have heard others (both neighbors and several DOT staff) comment that a 'vote' was taken, sealing this decision. Can you or a co-worker please provide clarity around the vote – was there a separate public input process where residents were able to officially vote on the ½ interchange? Or is the current plan based on the two open house meetings as described in the Environmental Assessment?	There was no official vote taken regarding retaining or eliminating the interchange at Melbourne Road. NCDOT does not hold official votes for this type of decision, although they do take public input under serious consideration. See response to Melbourne Rd Common Comment #1.
EL-129a	Melbourne Rd	Design	1	From what we understand through reading the maps and talking with various DOT representatives, the current plans indicate: - the ramp lanes between Western and Melbourne will still create cross-merging traffic with cars getting on and off the beltline in the same lane, basically keeping the same traffic hazard that currently causes an excessive amount of problems - Deboy will be closed to meet federal regulation - Melbourne Road bridge will be widened to three lanes - Melbourne Road itself will be widened by 16 ft. and bike lanes added about 2-300 yards down our neighborhood street and abruptly ending. I was told at the Aug. 8 meeting this was a City request.	In both directions of I-440, there will be an auxiliary lane between Western Blvd and Melbourne Rd to provide sufficient weaving area for vehicles entering and exiting I-440 between these interchanges. The added through lane in each direction also will help create gaps in traffic for vehicles to be able to merge onto I-440. This is an improvement over the existing conditions. Also, see responses to Melbourne Rd Common Comments #1 through #5.
EL-129a	Melbourne Rd	Design	2	However, I have been in contact with the manager of the city transportation department who commented that they are 'requesting at staff level to keep the bridge width close to what it is now (the current bridge could support bikes lanes if they were just striped)' and 'at this point in the process, DOT's responsibility is to identify the footprint of the worst case impact'. The first part of this is contradictory to what I was told by a DOT rep so we would like some clarity.	See response to Melbourne Rd Common Comment #4.
EL-129a	Melbourne Rd	Public involvement	3	At the meetings several years ago, some residents were in support of keeping the ½ interchange as a matter of convenience. But some of these same home-owners have said they are no longer in support as more details about the effects of keeping the ramps are figured out. So at this point, I and other residents in the area would like to know - when will an additional public meeting be held to clarify the effects of keeping the ramps? And will an option be presented to show the removal of the ½ interchange and the results of what that plan would look like?	See response to Melbourne Rd Common Comment #1.
EL-133	Hillsborough-Wade	Public involvement	1	As a 1973 graduate of Meredith College who lives in Plano, Texas, I hesitated to express my concern over the proposed I-440 expansion which will amputate a sizeable section of the Meredith College campus for fear that comments from someone living in another state would not be seriously considered.	All public comments are reviewed and considered when NCDOT and FHWA make decisions regarding the project's Preferred Alternative and design features.
EL-135	Hillsborough-Wade	Design	1	Why don't you create a bypass of the Beltline on Blue Ridge Road from Wade Ave Extension? Most of the land along Blue Ridge is owned by NC anyway which should save money and preserve the integrity of 2 Raleigh Landmarks.	A bypass using Wade Ave and Blue Ridge Rd as controlled-access highway facilities would not be feasible. This bypass route would still need to tie back into existing I-440 somewhere between Hillsborough St and Western Blvd. This would create substantially more impacts overall than the proposed project.

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EL-147	Hillsborough-Wade	Other	1	I am a graduate of Meredith College, Class of '80 and I am FOR the 440 expansion. It is much needed.	Comment acknowledged.
EL-151	Hillsborough-Wade	Safety	1	At this time, I would also like to express my opinion that a problem on the Beltline that should have been better marked a long time ago is the exit onto Wade Avenue just after Lake Boone Trail... you are required to merge left so there are two exit lanes. This has never been properly addressed...lots of accidents over the years!	Signage for the corridor will be redesigned as part of the final design stage of the project.
EL-159	Melbourne Rd	Design	1	I do agree that we need the I-440 expansion and with that would include a new bridge, however we need to strongly consider the possible negative impact that would occur with moving the location of the current bridge and widening Melbourne Rd for the short distance just to say we have a bike lane.	See responses to Melbourne Rd Common Comments #4 and #5.
EL-159	Melbourne Rd	Design	2	As an avid cyclist, I would think that it would be risky to put bike lanes on Melbourne Rd for the short distance unless they go the entire length of the road.	See response to Melbourne Rd Common Comment #5.
EL-160	Jones Franklin Rd	Design	1	Currently, our .84 acre parcel [800 Jones Franklin Rd] is an excellent location for a retail outparcel which we plan to develop or sell for a convenience store with fuel sales, bank branch, fast food restaurant or other retail use. The property has unconditioned commercial zoning with excellent proximity to major arterials and full movement access to Jones Franklin Road from both directions. With its dynamic Raleigh/Cary border location, we feel that it is one of the best undeveloped retail outparcel locations in Wake County. According to the alignment alternative proposed by NCDOT, vehicular access to this parcel will be completely eliminated, rendering it essentially undevelopable. As you might imagine, this is a devastating development for our family. As such, we implore you to allow us to retain full movement access to our property. Otherwise, it will lose almost its entire value.	These parcels currently are undeveloped. The property has frontage where the proposed bulb-out u-turn is located, which could be converted to a full-movement intersection. A driveway access study will be performed during final design and can consider any City-approved site plans available for the parcel.
EL-162	Melbourne Rd	Design	1	In regards to the proposal, my suggestion is to replace the bridge in place, as to minimize property loss to persons that live in that area. In my honest opinion, there is no need to widen Melbourne Rd, but I do think that a stop light at the end of Melbourne Rd. (where it dead ends into Kaplan Dr.) would be an added benefit to drivers in that area. The current traffic median at the end of Melbourne Rd. (at Kaplan Dr.) is more of a confusion factor for the drivers that are not used to it. I have witnessed (on several occasions), drivers not using the median as it was designed for (potentially creating hazardous conditions for drivers).	See response to Melbourne Rd Common Comment #4.
EL-162	Melbourne Rd	Design	2	In regards to the proposal for bike lanes for Melbourne Rd, in my honest opinion, the bike lanes are not needed. I am an active cyclist and travel Melbourne Rd on my bike regularly. I rarely witness other cyclists using Melbourne Rd.	See response to Melbourne Rd Common Comment #5.
EL-162	Melbourne Rd	Traffic	3	<ul style="list-style-type: none"> <li>• Are any considerations being made as to the increased wear/tear to the streets on Huntingdon Dr. and Driftwood Dr. with the added traffic that will be re-routed through those streets during the project? Driftwood Dr. has not been paved in over 40 years and the most recent work were patches done due to the asphalt sinking/settling.</li> <li>• Traffic on Driftwood Dr. is already busy 24 hours a day, 7 days a week. A lot of the drivers are using Driftwood Dr. as a cut-through between Deboy St. and Powell Dr. The persons that live on Driftwood Dr. appear to be observing the safe speed limits, but there are a lot of drivers (that use Driftwood Dr. as a cut-through), speed down Driftwood Dr. (and yes, the Raleigh Police Department has been informed of this). I'm concerned that the added traffic is going to increase safety risks for the residents. There are some children that live on Driftwood Dr. and there are also persons that walk up and down Driftwood Dr on a daily basis.</li> </ul>	Huntingdon Dr and Driftwood Dr are City of Raleigh streets. Maintenance and patrolling of these public streets are the responsibility of the City of Raleigh. The City of Raleigh has been implementing traffic calming measures on roadways in this area and can evaluate Huntingdon Dr and Driftwood Dr for these measures.
EL-162	Melbourne Rd	Traffic	4	<ul style="list-style-type: none"> <li>• Perhaps some of the funding that was going to be used for bike lanes on Melbourne Rd., could be re-allocated to install speed bumps/tables on Driftwood Dr. to slow down the speeding drivers. I understand that R.P.D. is monitoring the speeding situation, but can only do so when they patrol the area. The speed bumps/tables would be more of a permanent solution, verses one that is currently in place. This should also be a consideration for the residents on Huntingdon Dr., but again, this would really be up to the residents that live on that street.</li> </ul>	The funds used to build the I-440 project come from a different source than funds that would be used to install traffic calming measures on City streets, so could not be re-allocated. Traffic calming measures on these streets are the responsibility of the City of Raleigh.



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EL-162	Melbourne Rd	Noise	5	• I also believe that considerations and funding should be made available to install a sound wall along the perimeter of the I-440 project that borders the Deboy St. and Melbourne Rd. area.	Noise walls are preliminarily recommended as feasible and reasonable for this area, as discussed in Section 3.5.4 of the Environmental Assessment.
EL-166	Hillsborough-Wade	Public involvement	1	I am disappointed that the state appears not to value Meredith College and what it represents.	See response to Comment #1 in document EL-277.
EL-172	Hillsborough-Wade	Right of way	1	The State of NC owns land on the side of the Beltline where the NC State Vet School is located. It makes more sense to take public land rather than private land from Meredith College.	See response to Hillsborough-Wade Common Comment #15.
EL-181	Hillsborough-Wade	Design	1	By just taking the easy way and declaring either of the properties for the I-440 tells me that you were lazy and did not search for the best solution, just the easiest.	See responses to Hillsborough-Wade Common Comments #1 and #6.
EL-196	Hillsborough-Wade	Other	1	How about a compromise? DOT takes the tennis complex at NC State, and Meredith builds a state-of-the-art tennis center on it's campus with use allowed for usual players and Meredith students. Funds come from players and rental by leagues.	Arrangements as suggested in this comment would be independent of the NCDOT, between the NCSU University Club and Meredith College. Also, see response to Hillsborough-Wade Common Comment #3.
EL-198	Hillsborough-Wade	Community resources	1	With many years of planning it is difficult to overlook that such consideration for the educational institutions, that make up what the Raleigh community is all about, and the surrounding areas have not been taken into account.	Impacts to resources and features surrounding the project corridor were taken into account, as documented in Chapter 3 of the Environmental Assessment.
EL-198	Hillsborough-Wade	Right of way	2	From the beginning, there has been no attempt to not have "effects" or "impacts" on Meredith College and other areas.	NCDOT tries to minimize right of way impacts as much as possible. Measures to reduce the right-of-way needs and impacts caused by the project will continue to be investigated through final design, as more information and more detailed survey data become available. Also, see responses to Hillsborough-Wade Common Comments #1 and #6.
EL-198	Hillsborough-Wade	Planning	3	I fully understand the need to improve roads and make sure they are safe for drivers such as myself to get to my institution, but I am upset that there is a lack of forward-thinking in your endeavor.	The proposed project is designed using projected year 2035 traffic volumes, updated to 2040 in the Finding of No Significant Impact (FONSI). The project is part of the region's 2040 Metropolitan Transportation Plan, which plans for all modes of transportation for the next 25 years. This plan is prepared by the Capital Area Metropolitan Planning Organization (CAMPO) and is regularly updated.
EL-198	Hillsborough-Wade	Public transit	4	It is my strong opinion that you revise your plans and focus your minds, talents, and resources towards public transportation. If not on this project, on all your future projects. Raleigh is a urban community, not rural. People want more options when it comes to commuting and making the community stronger. Public transportation WORKS and it WILL work in Raleigh.	See response to Hillsborough-Wade Common Comment #13.
EL-200	Hillsborough-Wade	Right of way	1	From the beginning, there has been no attempt to not have "effects" or "impacts" on Meredith College and other areas.	NCDOT tries to minimize right of way impacts as much as possible. Measures to reduce the right-of-way needs and impacts caused by the project will continue to be investigated through final design, as more information and more detailed survey data become available. Also, see responses to Hillsborough-Wade Common Comments #1 and #6.
EL-200	Hillsborough-Wade	Planning	2	I fully understand the need to improve roads and make sure they are safe for drivers such as myself to get to my institution, but I am upset that there is a lack of forward-thinking in your endeavor.	The proposed project is designed using projected year 2035 traffic volumes, updated to 2040 in the Finding of No Significant Impact (FONSI). The project is part of the region's 2040 Metropolitan Transportation Plan, which plans for all modes of transportation for the next 25 years. This plan is prepared by the Capital Area Metropolitan Planning Organization (CAMPO) and is regularly updated.
EL-200	Hillsborough-Wade	Public transit	3	It is my strong opinion that you revise your plans and focus your minds, talents, and resources towards public transportation. If not on this project, on all your future projects. Raleigh is a urban community, not rural. People want more options when it comes commuting and making the community stronger. Public transportation WORKS and it WILL work in Raleigh.	See response to Hillsborough-Wade Common Comment #13.

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EL-207	Hillsborough-Wade	Natural resources	1	The green areas impacted by the I-440 expansion encompasses green-spaces, Meredith's mature oak research forest, and Reedy Creek habitats. These environments are homes to resident deer, fox, rabbit, coyote, raccoon, salamander, reptile, bird, and amphibian animal species. These environments are also home to diverse plant and mature tree species (+100-year-old oaks). Any alteration may greatly impact habitat, resident plant and animal species, water quality, soil quality, air quality, and erosion.	The Detailed Study Alternatives would impact some forested lands on Meredith College campus along the edges of campus. NCDOT will try to further reduce impacts during final design. As discussed in Section 3.10.4 of the EA, prior to construction, an erosion and sedimentation plan would be developed for the Preferred Alternative that will follow Design Standards in Sensitive Watersheds and Neuse River Riparian Buffer Rules in accordance with NCDEQ and NCDOT guidance and best management practices. NCDOT's Post-Construction Stormwater Program manages long-term stormwater runoff from NCDOT projects to protect water quality. The requirements of the program apply to all of the Detailed Study Alternatives. A Stormwater Management Plan will be prepared during final design. As part of the plan, NCDOT will implement structural best management practices and non-structural pollution minimization measures.
EL-210	General	Alternatives	1	Leave things alone. Not everything has to be changed. So people have to slow down or whatever. Well??? So what. Take another route.	The purpose and need for the project are described in Chapter 1 of the EA. There are problems with capacity, geometry, and condition of I-440 in the project corridor that will be addressed with the proposed project.
EL-212	Hillsborough-Wade	Parks and Greenways	1	You have a beautiful greenway holding back this car crush now. Where will it go? Don't make another mistake. The original beltline should have been put further out.	Reedy Creek Greenway will be relocated and temporary closures kept to the minimum practicable during construction.
EL-215	Hillsborough-Wade	Safety	1	This campus is very secure, and to have a road cutting right through us will provide ways for people to get into campus that shouldn't be here...I know I wouldn't want to come to Meredith if there had been a road running through 17 acres of our historic land.	The proposed project would shift the widened mainlines of I-440 away from Meredith College main campus. Also, see responses to Hillsborough-Wade Common Comments #6 and #9.
EL-222	Hillsborough-Wade	Right of way	1	If a large tract is necessary at that location, why not take it from the NCSU Faculty Club tract on the other side of the Beltline, as NCSU is a much larger university with many more options, and also has another faculty club now located at the Centennial Campus?	See response to Hillsborough-Wade Common Comment #15.
EL-226	Hillsborough-Wade	Design	1	I know that this would be an extremely expensive proposal, but why not build a bridge over both pieces of land. After traveling much of the US I became aware of the double, trip etc. bridge structures that are prevalent in other states.	Ramps to/from I-440 at Hillsborough St and Wade Ave would still require land from adjacent properties. See responses to Hillsborough-Wade Common Comments #1 and #6.
EL-228	Hillsborough-Wade	Community resources	1	The athletic field would be taken and turned into a highway. My daughter is a student athlete at Meredith. By taking away the athletic field where are these athletes supposed to train and play?	See response to Hillsborough-Wade Common Comment #6. The main athletic area and game fields are located in the southeast section of campus and would not be impacted by the project. A portion of the general athletic field on the northwest side of campus would be needed for right of way for any of the Detailed Study Alternatives.
EL-230	Hillsborough-Wade	Right of way	1	I have fifteen employees that WE ALL feel that the widening of 440 will ruin our club and None of us would have job's anymore due to the widening of 440.	See response to Hillsborough-Wade Common Comment #4.
EL-231	Hillsborough-Wade	Construction	1	Could a temporary bridge be constructed over Hillsboro Street while the old bridges are demolished and rebuilt to keep the road in its original location, similar to what is being done on the Hwy 147 extension to 70 and 85 in Durham. Every foot saved will be 1 foot less than is required from the University Club and 1 foot farther from the pool.	Because the new mainlines of I-440 are shifted westward, the existing bridges over Hillsborough St can be retained to maintain traffic flow while the new bridges are being constructed. Also, see response to Hillsborough-Wade Common Comment #1.
EL-232	General	Alternatives	1	We were informed by one DOT engineer that with this project being a design/build project, that nothing is a "done deal" and that public input certainly can influence revised design options.	Public input is considered throughout the project development process. Ways that public input was incorporated into the project development process are discussed in Sections 2.2.2, 4.3, and 4.4 of the Environmental Assessment. During final design, the design-build teams will be encouraged to reduce impacts, costs, and schedule with their proposed final designs along the entire corridor and to propose innovative solutions as part of their bids. Also, see responses to Hillsborough-Wade Common Comments #1 and #6.
EL-232	Melbourne Rd and Western Blvd	Public involvement	2	I am curious how much consideration is being given to additional public concerns regarding the project, more specifically the interchanges at Western Blvd and Melbourne Rd.	All public comments are reviewed and considered when NCDOT and FHWA make decisions regarding the project's Preferred Alternative and design features. This is one of many factors that go into these decisions. Others include impacts to the human and natural environment, traffic service, costs, and input from local governments and state and federal environmental resource and regulatory agencies.

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EL-232	Melbourne Rd	Design	3	Both options for the Melbourne Road interchange include keeping the half interchange access ramps in place. These ramps will crisscross with all traffic entering 440 westbound from Western Blvd and traffic exiting at Melbourne Road, and the DOT has gone one step further to create the exact same crisscross pattern for traffic entering 440 eastbound from Melbourne Rd and traffic exiting to Western Blvd. As proven in the current "outdated" interchange designs and traffic patterns, this will absolutely create/keep the accident hazard in place and cause daily commuter back-ups. If the true intent of this project is to eliminate the outdated traffic patterns and dangerous ramp lengths, why wasn't an option presented that eliminates this hazard for the corridor by removing the Melbourne Rd half interchange ramps?	In both directions of I-440, there will be an auxiliary lane between Western Blvd and Melbourne Rd to provide sufficient weaving area for vehicles entering and exiting I-440 between these interchanges. The added through lane in each direction will help create gaps in traffic for vehicles to be able to merge onto I-440. This is an improvement over the existing conditions and meets NCDOT design standards.
EL-232	Melbourne Rd	Public involvement	4	How did this obvious safety issue get past the NCDOT and all the contributing agencies mentioned? Why can such a small sampling of the public, many years prior to the project start date and with NO indication of the impact that the Melbourne Rd interchange would have for the immediate neighborhood and 440 corridor being improved, dictate every design option presented by the NCDOT?	See response to Melbourne Rd Common Comment #1.
EL-232	Melbourne Rd	Public involvement	5	Furthermore, why did the NCDOT allow the preference of a small number of residents that prefer to keep the ramps to take precedence over current Federal Highway Administration guidelines? As I was recently informed by Derek Fusco, Acting Geometric Design Engineer and Interstate Access POC, with the Federal Highway Administration, "As a general guideline, the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highway and Streets (Page 10-68 of AASHTO 2011), as well as the FHWA, recommends that interchanges be spaced no closer than one mile apart in urban areas and two miles apart in rural areas. When closer than one mile, weaving areas between the interchanges become more difficult for traffic operations."	See response to Melbourne Rd Common Comment #1 regarding keeping the ramps. The FHWA guidelines provide recommendations for the spacing of interchanges, but these recommendations are not regulations. Factors such as existing conditions and proposed improvements can be considered in the final engineering decisions when improving existing roadways regarding ramp placement and retention. In both directions of I-440, there will be an auxiliary lane between Western Blvd and Melbourne Rd to provide sufficient weaving area for vehicles entering and exiting I-440 between these interchanges. The added through lane in each direction also will help create gaps in traffic for vehicles to be able to merge onto I-440. This is an improvement over the existing conditions and meets NCDOT/FHWA design standards.
EL-232	Melbourne Rd	Traffic	6	Current DOT traffic counts already indicate traffic volumes greater than the immediate neighborhood would generate at 700 vehicles per day from the west and 3700 from the east. The estimated future counts of 2600 vpd from the west and 7100 from the east far exceed what any single family home neighborhood streets are designed to handle.	The traffic forecasts for the years 2035 and 2040 under the build condition are similar, and are 2,200-2,500 vehicles per day west of the interchange and 7,200 vehicles per day to the east of the interchange. The Melbourne Rd interchange ramp termini were analyzed for traffic operations under the proposed preliminary design and the volumes are low enough to operate acceptably as stop-sign controlled intersections. See responses to Melbourne Rd Common Comments #3 and #4.
EL-233	Melbourne Rd	Design	1	I oppose the inclusion of entrance and exit ramps at Melbourne Road in the design for improvements for I-440. The ramps are unnecessary as residents of the adjacent neighborhoods will have sufficient and convenient access to I-440 and I-40 at the Western Boulevard and Jones Franklin Road interchanges as well as at the Gorman Street interchange to the south. Elimination on the ramps offers many benefits to the project and the surrounding neighborhoods and only one minor adverse impact. I request that NCDOT carefully consider this option that has not been offered during the design process.	See response to Melbourne Rd Common Comment #1.
EL-233	Melbourne Rd	Design	2	<ol style="list-style-type: none"> <li>1. Reduction of project costs by as much as \$7,000,000 based on estimated costs provided by NCDOT at the public hearing.</li> <li>2. Elimination of the need to relocate 6 residences.</li> <li>3. Elimination of the need to acquire additional right of way for the ramps.</li> <li>4. Elimination of the traffic problems associated with dumping high speed freeway traffic into a small residential neighborhood and the use of the narrow neighborhood streets as a cut through by commuters.</li> <li>5. Deboy Street could utilize the existing ramp right of way to avoid becoming a dead end street. Melbourne Road bridge could be taken down and replaced in place, Melbourne Road realigned at Kaplan Drive to a T intersection, and minimum impact on existing houses would result.</li> </ol>	The interchange ramps at Melbourne Rd are included as part of the project. See responses to Melbourne Rd Common Comments #1 and #2.

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EL-233	Melbourne Rd	Design	3	There is limited support within the neighborhood for inclusion of the ramps in the project, and there is strong and growing opposition to the ramps in the neighborhood, even among those that will be slightly inconvenienced by the elimination of the ramps. We long time residents were told in the early 1990's by NCDOT in the very early stages of consideration of the renovation of this section of the Beltline that the ramps did not meet current design standards and that they would be eliminated because they were too close to Western and Jones Franklin interchanges. When the ramps appeared on maps provided by NCDOT in 2014, we learned that "City of Raleigh" wanted the ramps to remain.	See response to Melbourne Rd Common Comment #1.
EL-233	Melbourne Rd	Noise	4	The money saved could go to sound barrier walls and landscaping, which will have a far greater positive impact on the neighborhood and the project.	Noise walls are preliminarily recommended as feasible and reasonable in three of the four quadrants of the interchange. The quadrant with the on-ramp to eastbound I-440 does not have a noise wall recommended because these residences (except for one) are not predicted to be impacted by year 2035 peak hour noise levels that equal or exceed 66 dBA Leq, the level at which noise abatement must be considered. Based on NCDOT policy, noise walls are not reasonable for areas where there is only one isolated impact.
EL-235	General	Other	1	Love the Planters in the middle of I-440 do as much as possible, it really enhances the beauty of the road and makes me feel like I am driving in a garden, often with a woods on both sides FANTASTIC.	There is room to install planters in the median of I-440 from Jones Franklin Rd to Ligon St. Installation of these median planters is contingent upon cost sharing agreements with the City of Raleigh, which will be decided during the final design stage.
EL-235	Jones Franklin Rd	Other	2	Starting where to where does Jones Franklin get widened? I like the whole idea on this one	Jones Franklin Rd would be widened through the interchange area to four lanes with a median and sidewalks from Barringer Dr to Centerview Dr. The City of Raleigh has plans to continue the widening of Jones Franklin Rd to the south as a separate future project.
EL-235	Melbourne Rd	Design	3	Keep Deboy open, not much traffic on it and we do not need any traffic lights to get on and off of I440. Not that much traffic that we need lights.	See responses to Melbourne Rd Common Comments #2 and #3.
EL-235	Melbourne Rd	Design	4	Make two lanes at Melbourne & Kaplan to allow turning both directions. It need only be long enough to accommodate two or three turning right cars. Turn left cars have all of Melbourne to back up onto, more than enough. To accommodate two lane widths, suggest the planter in the middle of the Kaplan/Melbourne intersection be removed. Saves maintenance money and gives space for two turn lanes.	See response to Melbourne Rd Common Comment #4. The planter in the middle of the Kaplan Rd/Melbourne Rd intersection was added by the City of Raleigh as a traffic calming measure.
EL-235	Hillsborough-Wade	Noise, Right of way	5	1. I prefer what you present and maybe if you can build the Club new tennis Courts on the back of their property and put up a Sound barrier wall all along their property it could work out.	See responses to Hillsborough-Wade Common Comments #2 and #3.
EL-235	Hillsborough-Wade	Design	6	2. But there is a solution if one uses Blue Ridge Rd to access Hillsborough from Wade Ave East, and from Wade Ave. West a. Have East bound Wade to Hillsborough take the Blue Ridge exit. Then Blue Ridge to Hillsborough. b. Have South Bound I-440 to Hillsborough use I-440 to Wade West ramp, get off at Blue Ridge Road and then Blue Ridge to Hillsborough, or go onto Wade East from I-440 South and use Faircloth St. for Hillsborough. c. Put a ramp from Blue Ridge starting above the traffic light on Wade for the Two Flyover solution to go onto I-440 South, going under the Wade to I-440 flyover. You guys can optimize lengths and radii to make all of my suggestions about these interchanges be optimum. d. Now you have given most of the land back to the Club and you may still have to build them a wall in front of the swimming pool, but should not have to build them new tennis courts. e. This solution also eliminates the traffic light on Wade that allowed Wade Traffic to Hillsborough and I-440 South,	See response to Hillsborough-Wade Common Comment #10 regarding elimination of the Hillsborough St interchange. The tennis courts at University Club are impacted by both the proposed ramps and the proposed widening of the mainline of I-440. Removing the ramps would still result in impacts to the tennis courts since they are close to the existing I-440 right of way and mainline.

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EL-235	Hillsborough-Wade	Design	7	<p>4. A radical but not too severe proposal as follows would also minimize the amount of land taken from Meredith as follows</p> <p>a. Put a turn off at what is labeled C quadrant to go from I-440 N to Wade East under the two flyovers. This turn off allows both Northbound I-440 and the traffic from Hillsborough to get to Wade East. This eliminates the need for some of the access roads on Meredith property, gets rid of a Traffic light on Wade Ave. as well. Gives more property back to Meredith. I know you tried to stop such crossovers, but the rate of traffic from I-440 getting to Wade East and Hillsborough onto I-440 North should not be very heavy. It is another idea to consider.</p> <p>b. Maybe change the two flyovers to go over one another more East, and South as in U2719 Hillsborough Wade-Flyover, to give more room for the off ramp from I-440 N to Wade East I propose to be in Quadrant C. A tradeoff to make the ramp be easier vs. land taken from Meredith.</p>	<p>Comment 4a suggests a weaving segment on eastbound I-440 (called north in the comment) between the entrance ramp from Hillsborough St and a suggested new exit ramp to Wade Ave. There is not enough space in this area for a safe weaving segment and this suggestion is not feasible. Also see responses to Hillsborough-Wade Common Comments #1 and #6.</p>
EL-235	Hillsborough-Wade	Design	8	<p>5. Another option is to utilize the suggestion of 3.a above (an off ramp in Quadrant C to go under the Flyovers to Wade Ave East. That still solves the I-440 N onto Wade East entry. Then use a right or left turn from Hillsborough to Faircloth to get to Wade East and West.</p> <p>a. Once on Wade Ave the driver can continue West on Wade or take the existing ramp from Wade Ave to I-440 North.</p> <p>b. Then remove the ramps/roads from Hillsborough onto I-440 N and to Wade Ave. East. That leaves only the Flyover from I-440 to Wade Ave West in the Meredith property.</p> <p>c. This solution minimizes use of Meredith property. The Hillsborough to I-440 and Wade Ave take a bit longer but in both of these solutions the Traffic light on Wade that in the proposed solution to enter Wade Av East is gone, hence Traffic on Wade in both directions is speeded up. This solution also eliminates the Crossover traffic on I-440 caused by my 4.a &amp; b solution. As I Look at the 4.a.b.c. solution, the options to confuse the Hillsborough driver attempting to get onto I-440 or Wade Ave are now removed.</p>	<p>See response to Hillsborough-Wade Common Comment #10 regarding elimination of the Hillsborough St interchange. A concept titled Reduced Access Alternative was evaluated for the Wade Ave and Hillsborough St interchange area, as shown on page 2-14 of the Environmental Assessment. This alternative would allow for vehicles to access I-440 to/from Wade Ave and Hillsborough but would not allow for vehicles to get to/from Wade Ave and Hillsborough St in the interchange area. This alternative was eliminated from further study.</p>
EL-235	Hillsborough-Wade	Traffic	9	<p>6. I see you are widening Wade Ave from I-440 to and beyond Blue Ridge, good I hope that gives enough sufficient merge lane because there will be a lot of traffic onto Wade from both directions of I-440. When I use I-440 in the Morning rush hour, I-440 south onto Wade West is often backed up or stopped on I-440 South.</p>	<p>Comment acknowledged.</p>
EL-235	Hillsborough-Wade	Design	10	<p>7. In both of my suggestions, since the exit and entry ramps from Hillsborough to I-440 are there now, I see no reason why they should not remain.</p>	<p>See response to Hillsborough-Wade Common Comment #10.</p>
EL-235	Hillsborough-Wade	Design	11	<p>8. Oh yes, appropriate signage will be needed for any of my suggestions to make it easier for drivers.</p>	<p>A signing plan will be prepared as part of the final design stage for the project.</p>
EL-240	Hillsborough-Wade	Right of way	1	<p>1. IS this not a disproportionate "taking" of one property given that the impact to Meredith is greater than any other property owner? How does DOT justify the taking of so much of one property?</p>	<p>See response to Hillsborough-Wade Common Comment #6.</p>
EL-240	Hillsborough-Wade	Design	2	<p>It has been proven, and I'm sure you have received some pertinent information on this, that additional lanes DO NOT SOLVE TRAFFIC PROBLEMS--in fact, quite often, they cause more of the same. If improvements have to be made, there are other avenues short of massive lanes and multiple level flyovers. Has DOT indeed considered all the design options to have one less impactful to the college?</p>	<p>See response to Hillsborough-Wade Common Comment #6. In the I-440 improvement project, the NCDOT proposes to add one lane in each direction to eliminate the bottlenecks at each end of the project that cause delays during peak periods. These bottlenecks occur where the westbound and eastbound through lanes are reduced from three lanes to two lanes (see page 1-4 in the Environmental Assessment). The proposed project would match the number of through lanes (6) that are present along the rest of the I-440 Beltline.</p>
EL-240	Hillsborough-Wade	Right of way	3	<p>Finally, the reality of such a highway project, if it goes forward, will effectively destroy the current experience of Meredith life, will impact recruiting, and end life as the College now knows it. Is DOT prepared to essentially purchase new land for the campus, relocate all the buildings and set the campus up anew somewhere else? This is the bottom line of the economic impact the proposed highway will have on Meredith. Is the state ready to shoulder the burden of such devastation?</p>	<p>See responses to Hillsborough-Wade Common Comments #6 through #9.</p>
EL-244	Hillsborough-Wade	Right of way	1	<p>I wonder if this would be an issue if this was a branch of State's campus versus ours.</p>	<p>See response to Comment #1 in document EL-277. Also see response to Hillsborough-Wade Common Comment #6.</p>

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EL-247	Hillsborough-Wade	Design	1	By removing one-fifth of the campus, we would be severely stunting the potential growth of the college. Furthermore, the clover design for the Wade Ave exit, in particular, could be revisited to take less space from I-440's neighbors.	See response to Hillsborough-Wade Common Comment #6. Back-to-back loop ramps in clover designs cannot adequately carry the forecasted traffic volumes for this interchange.
EL-251	General	Safety	1	I understand the importance of widening I-440 due to the sheer growth and increase in traffic in Raleigh. However, I have to admit that I am somewhat bemused by the fact that a part of the stated rationale appears to be blaming the current I-440 width for an alleged large number of crashes. My experience is that if there are crashes, it is because of either: <ul style="list-style-type: none"> <li>• People speeding, or</li> <li>• People not paying attention to the slow-down as people get off I-440 to head east on Western Boulevard</li> </ul> Widening I-440 by taking Meredith land is not likely to solve either of those problems. The first is a matter of law enforcement, and the second is a matter of fixing the Western Boulevard exit.	Section 1.7.3 of the Environmental Assessment summarizes crash data for the project corridor. The EA notes that the three most common types of crashes in the project corridor are rear end, ran off road, and sideswipe. These are typically caused by traffic slowing down due to congestion.
EL-251	General	Public transit	2	And, obviously, until we go to mass transit and other alternative forms of transit, sheer increase in population and concomitant traffic increases will never be solved by mere widening of I-40.	The Capital Area Metropolitan Planning Organization (CAMPO) prepares long range transportation plans for the region that consider all modes of transportation (roadways, transit, bicycles, and pedestrians). Public transit, in addition to roadway improvements, is part of the CAMPO's 2040 Metropolitan Transportation Plan.
EL-251	Hillsborough-Wade	Design	3	I respectfully request that NCDOT consider additional, radically different, and creative designs. Look to other states and countries for such designs, if need be. Please consider expansion on the other side of the I-440 [University Club side] between Hillsborough Street and Wade Avenue.	See response to Hillsborough-Wade Common Comment #6. Also, it should be noted that the Detailed Study Alternatives already shift the main lines of I-440 farther from Meredith College campus.
EL-251	Hillsborough-Wade	Lighting	4	I am also seriously concerned about the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus. This would be highly obtrusive and disruptive and frankly, constitute light pollution.	See response to Hillsborough-Wade Common Comment #8.
EL-251	General	Community resources	5	With regard to the portions of the plans that call for elimination of private housing and indicate that there is adequate housing in the area - balderdash - affordable housing is becoming an increasingly vanishing commodity in Raleigh and that's a nonsensical statement. Many of the houses affected by your proposed plans are not replaceable in this housing market. Their owners would have no choice but to leave their neighborhoods and move far away in order to find something in the same price range.	NCDOT is required to pay current fair market value for homes and land acquired for a project. NCDOT has several programs in place to assist in relocation, as described in Section 3.1.2 of the EA.
EL-251	Ligon St	Community resources, Historic resources	6	With regard to the possible impacts on the historic Method community and the cemetery, there is just no call for those changes. The City of Raleigh has already pretty much decimated the other historic African-American community of Oberlin and not only allowed but actively encouraged over-development which has encroached on Oberlin Community and its historic cemetery almost to the extent of destroying it completely. There is no need for DOT's proposed change at that location and no need for further encroachments on one of the few remaining, relatively intact historic black communities in North Carolina.	The project would not encroach on the Oak Grove Cemetery or the Berry O'Kelly School Historic District (which encompasses Method Community Park and St James AME Church). See response to Comment #1 in Document EL-107. No church would be encroached upon by any of the Detailed Study Alternatives. Access to the Oak Grove Cemetery from the Method neighborhood would be enhanced by the Build Bridge to North Alternative and Build Bridge to South Alternative with a safer bridge crossing and pedestrian access through the addition of sidewalks.
EL-251	Hillsborough-Wade	Design	7	Finally, I note that, after reading many of the online public comments, I have to agree with all those comments that ask why any Hillsborough Street entrance to/from I-440 is necessary at all. I did not see anything in your online presentation indicating that there is some federal requirement for an entrance/exit at that place.	See response to Hillsborough-Wade Common Comment #10.
EL-257	General	Public transit	1	What about another way of thinking? Restrict cars and people, set up a busway and parking lots on either end, light rail...anything more sustainable than cars, pavement and gas usage.	The Capital Area Metropolitan Planning Organization (CAMPO) prepares long range transportation plans for the region that consider all modes of transportation (roadways, transit, bicycles, and pedestrians). Public transit, in addition to roadway improvements, is part of the CAMPO's 2040 Metropolitan Transportation Plan.
EL-270	General	Community resources	1	As well, the expansion also seems to negatively affect many of the residents of neighborhoods along the 440 corridor. Some of these residents are low income. Social justice says that we must consider the impact on their lives and homes and property values, that we shouldn't further marginalize those already marginalized in so many ways by society.	The Detailed Study Alternatives for all locations along the project are anticipated to require 27-46 residential relocations in total. Some of these residents likely are low income, but the project would not disproportionately impact low-income populations. NCDOT has several programs in place to assist in relocation, as described in Section 3.1.2 of the Environmental Assessment.

Emails and Letters

Doc. No	Location	Topic	Comment No.	Comment	Response
EL-271	General	Community resources	1	As well, the expansion also seems to negatively affect many of the residents of neighborhoods along the 440 corridor. Some of these residents are low income. Social justice says that we must consider the impact on their lives and homes and property values, that we shouldn't further marginalize those already marginalized in so many ways by society.	See response to Comment #1 in Document EL-270.
EL-277	Hillsborough-Wade	Other	1	While I don't like to go there in my thoughts, I have wondered if a similar plan that would place such a stranglehold on an outstanding institution of higher education would be developed to effect a men's or a co-ed campus?	NCDOT recognizes the importance of Meredith College and its special status as a successful women's college. However, NCDOT must balance numerous factors when designing a project, including design standards, traffic flow, and impacts to the human and natural environments. In an urbanized corridor such as the I-440 project, there are many important resources adjacent to the corridor and many stakeholders whose needs and concerns are considered in project development process; including but not limited to Meredith College, NCSU University Club, Museum Park, Method Community Park, and Oak Grove Cemetery. Also, see response to Hillsborough-Wade Common Comment #6.
EL-283	General	Planning	1	I lived in Raleigh for 6 years while attending Meredith College and lived in Raleigh overall from 2004-2013 and never had a problem with traffic on the beltline!	Existing and projected problems along the project corridor are documented in Section 1.3 and Section 1.7 of the Environmental Assessment.
EL-283	Hillsborough-Wade	Right of way	2	Obviously, no one at the state cares that you will be taking away the commuter parking lot, the MBA graduate school lot, ongoing research locations on campus and all campus locations to build future educational buildings. Plus, you will completely destroy the west side of Meredith College period....does history of a college from the 1800s mean nothing to you?!?!?	See response to Hillsborough-Wade Common Comment #6.
EL-293	Hillsborough-Wade	Right of way	1	Please know that our survival is at stake; if our residence are uninhabitable, students will find another college experience. We do not have the resources to replace the housing that we just completed a few years ago.	None of the student housing on Meredith College would be taken with the proposed project. Also, see responses to Hillsborough-Wade Common Comment #7 and #11.
EL-295	Jones Franklin Rd	Design	1	Currently, our 3.87 acre parcel [900 Jones Franklin Rd] is an excellent location for a retail outparcel which we plan to develop or sell for a convenience store with fuel sales, bank branch, fast food restaurant or other retail use. The property has unconditioned commercial zoning with excellent proximity to significant office, residential, and retail, good access to major arterials and full movement access to Jones Franklin Road from both directions. With its dynamic Raleigh/Cary border location, we feel that it is one of the best undeveloped small sites in Wake County.  According to the alignment alternative proposed by NCDOT, vehicular access to this parcel will be reduced to right-in, right-out controlled access with an unfavorable median break which will severely damage this site. As such, we urge you to allow us to retain full movement access to our property.	These parcels currently are undeveloped. The property has frontage where the proposed bulb-out u-turn is located, which could be converted to a full-movement intersection. A driveway access study will be performed during final design and can consider any City-approved site plans available for the parcel.
EL-299	Hillsborough-Wade	Construction	1	We have Class 6,7, and 8 trucks and trailers both flats and lowboys [business located at 3804 Beryl Rd]. We haul equipment (permit loads ) into our location for service and repair. We dispatch all crews from this location to service Wake Durham Orange and surrounding counties. Constructing both of these projects at the same time will cause immeasurable additional cost to our operations by denying access to Blue Ridge and I-440 while both are under construction.	NCDOT expects Beryl Rd would need to be closed for a short period of time for bridge demolition and to set bridge beams for the new I-440 bridge over Hillsborough St/Beryl Rd/railroad tracks. NCDOT would restrict those activities to weekends or nights to ensure Beryl Rd is open to traffic during business operations. Overall, there may be a few weekends or nights where Beryl Rd would be closed. NCDOT will coordinate with area business owners during construction regarding construction activities and schedules.
EL-299	Hillsborough-Wade	Construction	2	Another consideration is EMS and Fire Truck response times to citizenry and the hospital with both of these under construction at the same time. With the direct negative impacts on EMS and Fire response times, I cannot think the City of Raleigh Fire Marshall and EMS directors can be in favor of the traffic disruption these projects will cause with a simultaneous build schedule.	The commenter is referring to the I-440 improvement project (U-2719) and the Blue Ridge Rd grade separation project with Hillsborough St and the railroad tracks (U-4437). These two projects will be let as one contract to one design-build team so that construction of the two projects can be properly coordinated to maintain traffic flow in the area during construction. As stated on Page PC-2 of the Environmental Assessment, there is a project commitment for NCDOT to coordinate with emergency responders during construction.

Emails and Letters

Doc. No	Location	Topic	Comment No.	Comment	Response
EL-299	Hillsborough-Wade	Design	3	With regard to the University Club impacts, the current proposed ROW taking is unnecessary, excessive, and steeped in false thinking on a number of issues. The ramps on the new 540 toll road have much sharper curves than those proposed under the NCDOT plan and standard radii, requiring significantly more ROW Width. The skewed bridge crossing angles of the current NCDOT requirements are too restrictive, again requiring significantly more ROW Width.	See responses to Hillsborough-Wade Common Comments #1 and #6.
EL-299	Hillsborough-Wade	Design, Pedestrian Bridge	4	Conversations with staff yielded that the bowstring truss pedestrian bridge connecting the House Creek greenway trail with the Art Museum Greenway trail pushed flyovers into University Club and Meredith unnecessarily and unreasonably. Move the bowstring bridge 1000-2000 ft down the hill towards Lake Boone Trail.	See responses to Hillsborough-Wade Common Comments #1 and #6. The pedestrian bridge is not anticipated to be impacted by any of the Detailed Study Alternatives' preliminary designs. Moving the bridge would not substantially change the designs of the Detailed Study Alternatives due to the proximity of the Lake Boone Trail interchange, the Museum Park, and the need to tie the ramps back to Wade Ave.
EL-299	Hillsborough-Wade	Design	5	The proposed plan showed few retaining walls. Again these are abundant in the narrow corridor urban roadways in Texas.	Retaining walls at the preliminary level of design were only shown where there was a high level of confidence they would still be feasible to construct even if survey data changed between preliminary survey data and final survey data. Final survey data became available in November 2017 and the preliminary design plans for the Preferred Alternative were reviewed to determine where additional retaining walls could be constructed in the Wade Ave/Hillsborough St interchange area to reduce right of way impacts. These are discussed in the FONSI.
EL-299	Hillsborough-Wade	Noise	6	At the public hearing, I also learned that noise walls are not planned as they are not Federally funded. To think that these would not be a necessary requirement, funds or not, is illogical thinking at best. Furthermore these need to be of substantial strength to contain Class 8 truck with permit loads to 155 k pounds that frequent the area numerous times a day headed to and from Gregory Poole Equipment Company and other dealers in the area.	Noise walls are included as a part of federally funded projects if they meet certain criteria. As discussed in Section 3.5.4 of the Environmental Assessment, there are ten noise walls recommended as preliminarily feasible and reasonable for any combination of the Detailed Study Alternatives. Noise walls are not crash barriers. When noise walls are located adjacent to the roadway shoulder, a concrete jersey barrier is installed on the roadway side to protect the noise wall.
EL-299	Hillsborough-Wade	Construction	7	Again I implore you to stagger the construction of these projects to provide for both the public access and traffic flow in these areas during the construction of both projects. This can only be accomplished by constructing these at different times I-440 first and then Blue Ridge Road after the I-440 work is totally complete.	The commenter is referring to the I-440 improvement project (U-2719) and the Blue Ridge Rd grade separation project with Hillsborough St and the railroad tracks (U-4437). These two projects will be let to the same design-build team at the same time so that construction of the two projects can be properly coordinated to maintain traffic flow in the area during construction.
EL-300	Hillsborough-Wade	Design	1	<b>Flyovers are not the answer.</b> Flyovers are hugely expensive, consume many acres of space and are frequently bottlenecks for traffic because they are difficult to navigate.	Flyovers have a greater capacity to carry traffic volumes than other types of ramps and were used where traffic forecasts indicated they would be warranted based on future projected traffic volumes.
EL-300	Hillsborough-Wade	Traffic	2	Things like synchronizing traffic lights would improve traffic flow to allow them carry more of the load.	Existing traffic signals along the corridor (I-440 at Lake Boone Trail, Hillsborough St, Western Blvd, and Jones Franklin Rd) are part of the connected Raleigh signal system that can program the signals for coordinated timing. Any new traffic signals installed as part of the project would also be connected to the system.
EL-300	Hillsborough-Wade	Planning	3	Expanding all of I-440 would result in ever-increasing speeds above the posted limits and the entire beltway would become even more dangerous than it currently is because it's just too curvy for high speeds, especially with so many exits in such a short distance. Apparently there is no plan to straighten any curves so it would become a curvy midtown superhighway. The noise and fumes going into the surrounding areas, Meredith College in this case, would greatly compromise the quality of life for students and staff on campus.	The curves and grades in the preliminary designs of the Detailed Study Alternatives will accommodate the anticipated posted speed limit. Also, see responses to Hillsborough-Wade Common Comments #6 and #7.



Emails and Letters

Doc. No	Location	Topic	Comment No.	Comment	Response
EL-305	Jones Franklin Rd	Design	1	<p>We request a median break be added at the existing driveway between PINs 0783 14 5052 and 0783 14 7344 (exhibit attached). This location will align with a future public street currently being designed for this location. Alternately, the proposed median break between the southern two stoplights could be shifted south approximately 260' to align with the intersection.</p> <ol style="list-style-type: none"> <li>1. A median break at this location would serve the greatest number of properties along this portion of the Jones Franklin right of way.</li> <li>2. A public street is planned on the east side of Jones Franklin to serve the frontage lots and the three existing flag lots.</li> <li>3. The two Worthy Partners parcels on the west side of Jones Franklin are adversely affected by the currently proposed median break location.</li> <li>4. The currently proposed configuration will lead to a public street intersection conflicting with a proposed turn lane taper.</li> <li>5. Providing a median break at the location we have proposed will eliminate the need for the turnaround bulb. The turnaround bulb has significant impacts on the Worthy Partners parcels. It extends the proposed right of way 35' into the site....depriving both parcels of critical lot width.</li> </ol>	This request will be considered in a driveway access study, which will be completed during final design.
EL-306	Western Blvd	Alternatives	1	...the selection of the Double Crossover Diamond approach, as opposed to a more traditional approach for the interchange, is itself unnecessary. The estimated cost of the Double Crossover Diamond, \$47.8 million, makes use of the Double Crossover Diamond impractical.	See responses to Western Blvd Common Comments #1 and #3.
EL-306	Western Blvd	Water resources	2	As detailed in the Environmental Assessment, selection of the Double Crossover Diamond also significantly increases the natural resources impacts, including permanent impacts on 376 linear feet of stream, temporary impacts to another 125 linear feet of stream, and the taking of an additional 1.7 acres of riparian buffer.	NCDOT will obtain the required permits for stream impacts and riparian buffers from state and federal regulatory agencies, as described on page 3-42 and 3-46 of the Environmental Assessment. Stream and riparian buffer impacts at the Western Blvd interchange likely would occur with any design improvements.
EL-306	Western Blvd	Design	3	While The Site Group has not conducted a detailed design analysis of the interchange design at Western Boulevard, their review indicates the design could be tightened up to reduce the need for additional right of way...We would ask that you meet with us and The Design Group and take another look at the taper and merge lane lengths, curve radii, cross slopes, and other factors that would reduce the impact on our client's property.	NCDOT tries to minimize right of way impacts as much as possible. Measures to reduce the right of way needs and impacts caused by the project will continue to be investigated through final design, as more information and more detailed survey data becomes available.
EL-306	Western Blvd	Design	4	We understand that retaining walls along Western Boulevard and the I-440 off ramp also would minimize the impact to our client's property. We therefore join in The Site Group's request that you consider providing retaining walls, in lieu of acquiring additional right of way, to the maximum extent practical.	NCDOT tries to minimize right of way impacts as much as possible. Measures to reduce the right of way needs and impacts caused by the project will continue to be investigated through final design, as more information and more detailed survey data becomes available.
EL-306	Western Blvd	Design	5	if the Double Crossover Diamond is to be selected, we request that the Department consider a right-in curb cut allowing access to the Sneed property directly from Western Boulevard, in addition to the right-in curb cut off of Blue Ridge Road.	There is no existing driveway access to this property from Western Blvd. A right in/right out driveway access cannot be installed on Western Blvd to access the Sneed property (K-mart site) because this area along Western Blvd will be access-controlled.
EL-306	Western Blvd	Design	6	Further, we ask that a stoplight be installed at West Grove Street, where it intersects with Blue Ridge; we will be working with the involved homeowners association to secure the approvals and property needed for installation of the stoplight.	The intersection of Blue Ridge Rd and West Grove St is outside the project area and a traffic signal at this location would be a separate project and would not be installed as part of the I 440 project.
EL-306	Western Blvd	Design	7	Last, we note that the Double Crossover Diamond involves the installation of significant stormwater controls. We ask that the Department work with our client's engineers and designers to ensure that the involved controls are properly coordinate with any existing or planned stormwater controls on our client's property.	NCDOT will coordinate with adjacent property owners as needed during preparation of the final drainage design and during construction.
EL-307	Western Blvd	Design	1	The Sneed property currently has two full movement driveways onto Blue Ridge Road. Another full movement driveway +-70' to the north service +-140 condominiums...We suggest replacing the three full movement drives with one signalized intersection at West Grove Street, one right-in right-out driveway and providing a grassed median to restrict left turn movements.	Driveway access to the Sneed property (K-mart site) along Blue Ridge Rd is outside the project area and would need to be addressed separately from the project in coordination with the City of Raleigh.

**Emails and Letters**

Doc. No	Location	Topic	Comment No.	Comment	Response
EL-308	Melbourne Rd	Noise	1	Are you having a sound retaining wall built, it is already very loud as it is....Are you replacing the sidewalk? Do these proposals take our land? This is not a busy road and I do not believe bike lanes are necessary!	The results of the traffic noise studies for the project indicate a noise wall in your area is preliminarily feasible and reasonable. The evaluation and design of the noise wall will be finalized during the final design phase of the project. Sidewalks will be replaced. Based on the preliminary design, the alternative that would "Replace Bridge in Place" would not require any land from your property. The alternative "Replace Bridge to North" may require a temporary easement along the front of your property during construction. Regarding bicycle lanes, see response to Melbourne Rd Common Comment # 5.
EL-308	Melbourne Rd	Design	2	Are stoplights necessary? Is the option of closing the Melbourne Road exit ramp now out of the question? This is a residential road and I can't think of another ramp off 440 that goes to a residential area.	See responses to Melbourne Rd Common Comments #1 and #3.

EL-001

Lisa Wiley  
520 Oak Meadow Lane #2415  
Raleigh, NC 27612

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

August 7, 2017

Mr. John Williams  
Project Manager NCDOT  
Project Development and Environmental Analysis Branch  
1548 Mail Service Center  
Raleigh, NC 27699-1548

RE: NCDOT Public Hearing for the I-440 Project

Dear Mr. Williams:

I have major issues of concern regarding the proposed path of I-440 at Hillsborough Street. The current road expansion options put an unfair burden on the University Club and threatens the viability of the Club.

The University Club is a community resource and is used by tens of thousands of people each year in addition to the member families. It hosts civic meetings and events. The facilities are available to the public for banquets, wedding receptions and other meetings and events throughout the year. The summer camps and "track out" camps are also open to the public. It is also a "quality of life" resource in attracting and retaining NCSU Faculty and Staff.

It is unfair and unwise to decimate this community resource.

Sincerely,

Lisa Wiley

EL-002

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #6

though we will disagree at times  
You were absolutely right as to us all having the right to opine.  
NC is a great and amazing state.  
our state will become a model which all others will desire to  
emulate and follow—our population is skyrocketing annually.  
Homelessness will be eradicated.  
Our infrastructure will be rebuilt beautifully/phenomenally.  
I, will be your Governor when I complete Law School.  
Shafi Love Goodwin  
I see ~~beauty~~ beauty in each and every human being.

ESSENTIAL HOME ITEMS  
LOVING My Fellow Citizens

Shafi Love Goodwin  
USMC Veteran--Student--Public Servant--Mentor

Shafilgoodwin@gmail.com  
FACEBOOK  
TWITTER

I am concerned by the huge impact this I-440 project will have on the University Club. This is devastating to me and my family. The loss of our tennis, parking, the new (2yr old) snack & outdoor kitchen building and the great reduction of our available land will impact the University Club members and all the outside organizations and Raleigh citizens who utilized our club.

1 The University Club has put many capital improvements into our facility in the past few years. Our most recent addition, the snack facility for the pool & tennis area, does not even appear on your plans. The University Club needs to be re-included as a stakeholder in this project and our concerns and requests for redesign or compensation needs to be addressed.

2  
3 The changes to this plan over time has not be adequately ~~communicated~~ <sup>communicated</sup> to the University Club in a timely manner. The previous public meeting to this one was in 2014 and our club was not impacted to such an extent as the current options are showing.

Please listen to us!  
Respectfully submitted,

Martie Leming  
3500 Swift Dr  
Raleigh, NC 27606  
Aug 6, 2017

(Please see my drawing on the reverse of this paper showing the impact to The University Club)



I-440 plan (detail) w/ U Club boundaries & facilities & beltline highlighted

EL-004

From: Kelly Phillips Erb [mailto:kellyphillipserb@gmail.com]  
Sent: Wednesday, August 09, 2017 9:48 AM  
To: Williams, John L  
Cc: president@meredith.edu  
Subject: I-440 Expansion

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Good morning,

My name is Kelly Phillips Erb and I am writing to voice my opposition to the current plans to expand I-440.

I grew up in rural North Carolina. My parents still live in the house they built in 1976 in Pender County. I graduated from the North Carolina School and Science and Mathematics when I was 16. By then, I was very familiar with the RDU area: my parents and I made the drive along what was then, the newly completed I-40 stretch, many times. When it came time for me to go to college, I opted to stay in the area and attend Meredith College. Four years later, I would become the first person in my family to graduate from college.

I give you that history because I am well aware of the tremendous growth in the RDU area. I watched it happen. And I understand that growth and progress aren't always popular. Change can be hard.

That said, while change can be hard, it needn't be overly so. Sometimes taking another look at the options can yield a different result to a problem - maybe an even better one.

The proposal put forth by the NC Department of Transportation, as I understand it, could wipe out a significant portion of the western side of the campus of Meredith College. That can't happen. I say this not only as an alum with ties to my beautiful campus, but as a supporter of education in the great state of North Carolina. Our college is more than 100 years old. And while women's colleges have faced significant challenges over the last few decades, with many closing down, Meredith has not. It has continued to grow stronger.

What does that mean for North Carolina? An article [penned](#) by Meredith's president indicates that "[s]ome 96 percent of Meredith students find quality jobs or enroll in top graduate programs within a few short months of graduation." I am one of those women. After graduating from Meredith, I went onto law school. I worked for several years in private practice before transitioning to a full-time position at Forbes Media.

Forbes recently released its [Best Colleges list for 2017](#). According to the Washington Post, there are 5,300 colleges and universities in the country. Meredith ranks #527 on the Forbes Top Colleges list, #343 in Private Colleges, #180 in Liberal Arts Universities, and #128 in the South.

Here's what the Forbes profile on Meredith [said](#):

EL-004

Meredith College is a small, women's liberal arts college located in Raleigh, NC. Founded as "Baptist Female University" in 1891, Meredith now opens its graduate program to men and enrolls thousands of total students, and is no longer religiously affiliated. **On its 225-acre, tree-lined campus in the west part of North Carolina's capital, students can choose from over 80 majors, minors and concentrations. Meredith is home to an amphitheater on a lake, multiple sports complexes and seven dormitories.** Student satisfaction at Meredith is high -- over 96% of its graduates would choose to attend the college again, and 99% would recommend Meredith to others. Outside of class, Meredith students have access to over 100 student clubs and groups, in addition to a dual-degree engineering program offered with North Carolina State University and a slew of research opportunities, internships and study abroad options.

The bold emphasis is mine to highlight that part of Meredith's appeal clearly is its beautiful campus. Please don't take that away from our students.

As a proud graduate of Meredith College, I ask you to reconsider your plans.

Thank you,

Kelly Phillips Erb  
Coffee drinker, writer, cupcake baker, tax lawyer, tired sports mom, dirt lover.

<https://www.forbes.com/sites/kellyphillipserb/>

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

From: Cathy Lamb  
To: [Williams, John L](#)  
Subject: Plans to expand I-440  
Date: Wednesday, August 09, 2017 9:12:18 PM

EL-005

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8

I am writing to protest the impact of your current plans to expand I-440 on Meredith College. It is conceivable to me as an alumna, that your current plans will so decimate the college that if the plans are implemented, in the foreseeable future Meredith College will cease to exist. Surely there is a way to expand I-440 without taking 1/5th of the campus and inflict the noise and lights of an interstate upon the Meredith community. I respectfully request you find an alternate route.

Cathy Pickett Lamb  
Meredith College Class of 1977

Sent from my iPhone

From: Shakia Lee [mailto:shakia.lee@hotmail.com]  
Sent: Wednesday, August 09, 2017 12:45 AM  
To: Williams, John L  
Subject: Raleigh DOT Plan

EL-006

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

## To Whom It May Concern:

I am a graduate of Meredith College, and I too vehemently oppose this plan. The city's proposed transportation plan would completely undermine the rich history of our campus. While I understand the need to make improvements to the highway infrastructure, the city must find a better solution. Please do not rob my beautiful alma mater of its heritage!

Think about the young women who attend Meredith. Would this plan make our ladies safer?

Meredith College has consistently been one of the best women's colleges in the nation, but it cannot continue to thrive if you hack away at our land. Taking away twenty percent of an already small campus is no trivial matter. I and the rest of be Meredith Community believe that the city must go back to the drawing board before it ruins one of Raleigh's finest landmarks.

Sincerely,  
Shakia G. Lee

From: Jenna Leissner  
To: Williams, John L  
Subject: Expansion of I 440  
Date: Wednesday, August 09, 2017 10:10:24 AM

EL-007

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Good Morning!

I was extremely sad as I just read the proposal for the potential I440 expansion. As I read the proposal, I thought of my Alma Mater (where my daughter plans to attend) and how it would take so much away from our safe, quaint campus. Aren't their cow fields on the other side of 440 towards the fair grounds?

I do not support this proposal and plan on sharing my opinion with other alums as well as citizens in the Wake County community.

Thank you for considering alternative plans in order to obtain your desired expansion.

Best,

Jenna Leissner

From: Chuck & Jennifer  
To: Williams, John L  
Subject: 440 Expansion  
Date: Wednesday, August 09, 2017 9:48:33 AM

EL-008

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Sir or Madam;

**I am writing today to urge you to make sufficient alterations to the plans for the 440 expansion, in order to protect and preserve the campus of Meredith College. Meredith is one of the very few all female colleges remaining today. This institution is consistently graduating incredible female leaders in their fields, as well as bridging the gap between STEM fields and the female student population. Additionally, Meredith puts out an excellent report, "The State of Girls in North Carolina," which brings public awareness to areas in which girls are (finally) excelling, and areas still in need of improvement. Meredith is a great asset to our community and to our state.**

**Additionally, the Meredith College Campus has been in it's current location for 126 years. This history should be preserved, and the campus should retain it's lands in order to ensure plenty of room for future growth. Did you know that the campus of Meredith is actually considered an arboretum as well, because of the quantity and variety of trees located on the campus?**

**With today's advancements in planning and engineering, surely there is a way by which the 440 expansion can occur without encroaching on this land.**

**I thank you wholeheartedly for your attention to this important matter.**

**Jennifer Manchester**

From: Trinnie O'Connor  
To: Williams, John L  
Subject: I-440 expansion  
Date: Wednesday, August 09, 2017 9:56:51 AM

EL-009

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please register my disapproval of the expansion project to include the use of Meredith College property. Meredith has been a good community steward and this action will have direct impact on our growth. Please reconsider your plan.

Best regards,

Trinnie OConnor  
Raleigh, NC

Sent from my iPhone

EL-010

-----Original Message-----

From: Dianne Schaffer [mailto:diannes@nc.rr.com]

Sent: Wednesday, August 09, 2017 9:59 AM

To: Wilson, Diane

Subject: I-440 Improvements from Walnut St to Wade Ave

I attended NCDOT the presentation 8/8/17 at McKimmon Center.

I use the all interchanges affected almost every day and appreciate the DOT attempts to inform, and get feedback from, the public. I have 2 areas of comment.

1 Firstly The oral-statements section was unfairly monopolized by members of the NCSU University Club. I have been to other public meetings where speakers were asked to not waste everyone's time by repeating what has already been stated.

I left after what seemed the 20th NCSUclub speech; I would have liked to hear what people had to say about the other sections of the project, but the repetition seemed endless (and irrelevant).

And, FWIW, my family were members too, and used the pool daily and often ate in the dining room - but SO WHAT?? individual's past history has nothing to do with the topic at hand!

Secondly As to the substance of their concerns: the NCSU club is not Indian sacred burial grounds, nor a 2000 year old archeological site; it is not even especially attractive. It should be no problem that tennis courts and parking lots will be relocated.

2 However, I do think the one speaker had a point about a safety wall along the pool.  
And I do think more should be done to accommodate Meredith College's concerns.

Dianne Schaffer  
4904 Liles Rd  
Raleigh NC, 27606

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EL-011

From: Harald Schmidl [mailto:hjschmidl@meredith.edu]

Sent: Wednesday, August 09, 2017 8:18 AM

To: Williams, John L

Subject: proposed beltline expansion

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

It's with great concern to read that the proposed beltline expansion would take up to 1/5 of Meredith's land. The college is a unique institution as a college for women, which is more relevant today than ever, considering the ongoing gender discussions, inequality, derogatory speech even by high officials including the president.

The college has plans to expand and needs the space for doing so. Please revise your proposed expansion of 440 accordingly to not interfere with education.

Harald Schmidl

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EL-012

From: Chassie Selouane

To: Williams, John L

Subject: Meredith College Proposal

Date: Wednesday, August 09, 2017 11:50:50 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,

I received a very upsetting email from My alma mater Meredith College. I understand that state DOT wants to widen 440 (the belt line) and wants to eat into Meredith's property to do so. This is the property along the belt line, by the soccer field, gym, and apartments - land that Meredith relies on now and will rely on in the future. As an alumnae of Meredith it is unacceptable to me that our precious campus could be impacted and possibly destroyed by this project. Meredith is chocked full of history and it is almost disrespectful to the legacy of the college to think that a highway could eat up 1/5th of our beloved property. Please reconsider this project and save our historic campus.

Thank you

**Dr. Chassie Selouane (أوريل سيلوان) MAED-CIESL PMC-ESL & PMC-IL : PHD-ESL & Instructional Leadership Candidate 2017**

From: Laura Spader

To: Williams, John L

Subject: I-440 expansion

Date: Wednesday, August 09, 2017 10:08:55 PM

EL-013

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

We are confident the planners and engineers at DOT are capable of coming up with an expansion design of I-440 past Meredith College that will only minimally impact the campus and its size. Meredith is a Capital City institution older than most. And continuing to be a valuable one. We have had one young woman graduate from there and another now in the honors program. Further, we are aware that the campus is being considered for a world class new center to prepare young women to move into areas that cry out for gender equity. What to tell big international donors, that North Carolina prefers road projects to future oriented programs that will make a huge difference? Challenge your engineers to come up with ingenious designs that only minimally impact Meredith College, and not the reported one fifth of the land.

--  
Thanks,  
Laura & Bruce Spader

From: Haley Katherine Yow  
To: [Williams, John L](#)  
Subject: Expansion of I-440  
Date: Wednesday, August 09, 2017 10:49:28 AM

EL-014

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

NC DOT,

As a current student of Meredith College I am deeply infuriated by the proposed plan of expansion to the I-440 beltline. The intended plan poses a serious threat to present and future Meredith College students as significant parts of campus are in jeopardy.

For 126 years, Meredith College has been home to 22,000 graduates, all going strong. Over the past three years, 93% of Meredith College graduates are employed or pursuing graduate study within a few short months of graduation. 96% of Meredith College graduates would choose Meredith again, and 99% would recommend Meredith to others. 98% of Meredith College graduates were satisfied with their academic experience. Meredith continues to see a steady increase of students each year. Our rankings are no short of impressive as we are among the top 20% of colleges in the country by [Forbes.com](#) as well as recognized as one of the "Best Colleges in the Southeast" according to *The Princeton Review*. Meredith is a Top Ten College in North Carolina according to *USA Today College* and nonetheless, one of the Best Women's Colleges in the U.S. according to [BestColleges.com](#).

Our success should not be limited to what we have achieved thus far due to a proposal by the NC DOT to rob Meredith College of approximately 1/5 of its land. The loss of this land would severely compromise the potential growth of Meredith College admissions, academics, and student life. Meredith is a historical landmark known for its beauty and should be held to that standard. Furthermore, this private institution is known for giving back to the community. Taking away 20% of Meredith's land will affect residential living as well as the commuter lot. With the current estimated time of construction being 4 years, Meredith College students and faculty would be highly likely to experience many of the dangers of living and working in a construction zone. It is impossible to justify creating such a busy atmosphere on top of a private women's college. Meredith's campus will quickly lose its remarkable safety

EL-014

reputation.

There are young women that have yet to grace the bricks of Meredith College that need the same experience 22,000 strong graduates have had. I have found in my Meredith College education exactly what I wanted and more. By having a substantial amount of our campus taken away, we are at greater risk of seeing fewer and fewer young ladies receive a Meredith education over the next 126 years. Meredith College has been a strong advocate of the Raleigh community and is of great value to the state of North Carolina.

As a devoted student of Meredith College, I urge you to reconsider your plan of action. The next generation of strong women deserve the same Meredith experience as those that have gone before them. The expansion of I-440 should not come at the immense cost of the beauty and tranquility of the Meredith College campus.

--  
Going Strong,  
Haley Katherine Yow  
Meredith College 2020  
Teaching Fellow, 6-9 Licensure  
English Major

From: Maggie Arruda  
To: [Williams, John L](#)  
Subject: Meredith College  
Date: Thursday, August 10, 2017 9:16:40 AM

EL-015

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

The current proposal to Expand I-40 at the expense of the quality of life, safety, and ability to "grow" Meredith College is totally unacceptable. As a NC native, taxpayer, and mother/grandmother of Meredith students, I object to this plan. It would be highly detrimental to the campus and its future as a college. Please find other alternatives.

Maggie Beth Arruda



From: Lindsey Jones-Renaud [mailto:l.jonesrenaud@gmail.com]

Sent: Thursday, August 10, 2017 11:27 AM

To: Williams, John L

Subject: Opposition to I440 Expansion Plan Impacts on Meredith College

EL-016

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I am a Meredith alumna (c/o 2004) and am gravely concerned about what this plan will do to the school. Meredith is a historic women's college - one of the few left in the United States. Many women's colleges in the US are struggling to stay open and yet Meredith is going strong. In a country where women are still discriminated against and face rampant sexual assault and violence on mixed male/female college campuses, we need women's colleges to remain an option. North Carolina should be protecting and supporting Meredith College, not taking its land and destroying its campus.

In fact, I suspect that if Meredith College had an affluent, predominantly male alumni base, this would not be happening.

Lindsey

Lindsey Jones-Renaud

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EL-017

From: Allie Manchester [mailto:manchesterallie@gmail.com]

Sent: Thursday, August 10, 2017 1:51 PM

To: Williams, John L

Subject: Challenging times- Good luck!

Hello, staff of the NC DOT!

I understand that there is much debate and protest rolling in concerning the expansion of I-440. I wanted to express my sympathies, as this must be a very frustrating time for everyone involved. I also wanted to propose a solution that will greatly reduce traffic, not infringe on the historic campus of Meredith College, and last much longer than the short-term solution of a road expansion.

It would be more efficient to invest in a better system of transportation, rather than a bigger road. I'd hate for the city to invest time, energy, and funds on a street that will just get crowded again in a few years. Raleigh is an innovative and progressive city, and there are thousands of engineering students in Universities across the area that are willing to find work. Therefore, there are better transportation methods that can be built instead, such as a sky tram or a TEB (Transit Elevated Bus). I understand the traditional underground subway may be a difficult venture due to Raleigh's high water table, but the former two suggestions will run more than smoothly (and look a lot more innovative!)

1

In dozens of historic cases, cities have suffered through the arduous process of expanding roads until there is simply no room left, and then spend even more time and money on alternative means of transport. If Raleigh bypasses this cycle altogether and turns to more efficient transportation now, time and money will be saved. Additionally, city officials will be seen as progressive and innovative, and Raleigh will be respected and supported for the smart decision made.

I wish you all the best of luck in this process. I hope a great solution comes out of these challenging times.

Warm regards,

Allie Manchester

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EL-018

-----Original Message-----

From: Mary Ellen Reis [mailto:mel@melreis.com]

Sent: Tuesday, August 08, 2017 9:39 PM

To: Williams, John L

Cc: Rachel Elizabeth Reis

Subject: Expansion of I440

Dear Dept. of Transportation for North Carolina,

In reference to the expansion of this highway, please do not impede upon Meredith College's land. This institution is crucial to the education of young women who truly make a difference in the communities they serve, specifically Raleigh.

My daughter is a junior at Meredith and is learning, growing and thriving in an environment that was built upon an amazing legacy.

Please consider the detrimental effect this expansion will have to future generations of Meredith students.

1  Meredith College and their graduates contribute greatly to the success of Raleigh and the entire state of NC. To wipe out a fifth of the campus is just inexcusable. If you must expand, have you considered a second story highway? This is very common in the Northeast where space for highway expansion is unavailable.

Thank you for the opportunity to voice my concern.

Mary Ellen Reis  
Peacham, Vermont

Mel Reis & Associates  
P.O. Box 185  
Peacham, VT 05862

\_\_\_\_\_  
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EL-019

From: Bethany Schneider [mailto:schneiderbethany@gmail.com]

Sent: Thursday, August 10, 2017 11:44 AM

To: Williams, John L

Subject: Proposed Expansion

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

To the NCDOT,

As a Meredith College alum (class of 2011) I am very concerned about the proposed expansion of I-440 and how it would negatively impact Meredith College's campus. My husband works in Raleigh so I can recognize the importance of needing to ease the flow of heavy traffic in the area. However, I would urge you to please consider all other possibilities. Meredith College's campus is not only a historic campus deeply tied to the history of our capitol, but it also serves to provide numerous women with the education and confidence to be leaders and thinkers in our community. Meredith College produces teachers for Wake County that teach with excellence and an attitude of service in their schools. Meredith College sparks young women entrepreneurs who start and develop businesses in our area. I could go on but I'm sure your time is limited.

Meredith College's gifts to our community are numerous. Please do everything possible to avoid causing damage to a college that does so very much for our community.

I greatly appreciate your time in reading this and considering this issue.  
Bethany Schneider

Bethany Schneider

\_\_\_\_\_  
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From: Elizabeth Stiff  
To: [Williams, John L](mailto:Williams_John_L)  
Subject: I-440 expansion  
Date: Thursday, August 10, 2017 7:42:31 AM

**EL-020**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

To Whom It May Concern:

I am adamantly opposed to the proposed expansion of I-440. Reducing the campus of Meredith College by 1/5 of its size to impose additional lanes of a highway on its grounds is egregious by every measure. Meredith is home to over 2000 students and staff and our alumnus bond is vast and strong. The women of Meredith will continue to stand against this proposed project loudly as it threatens a beloved home to many.

I implore you to find another solution to the traffic issue in Raleigh. Please hear our voices and stand in support of the hundreds of thousands of women who regardless of our age or the year we graduated will always consider Meredith College home.

Thank you for your time and consideration.

Sincerely,

Elizabeth Stiff  
Meredith College  
Class of '87

Sent from my iPhone

-----Original Message-----

From: Callie [<mailto:callietaylor@gmail.com>]  
Sent: Wednesday, August 09, 2017 7:11 AM  
To: Williams, John L  
Subject: I440 expansion

**EL-021**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

To Whom It May Concern,

I live and work in Raleigh. I moved here from the coast after touring Meredith College and falling in love with the school, campus, and environment. Countless numbers of my friends have the same story. Meredith drew us into Raleigh and that is why we are still here. Running 440 through Meredith's campus is unacceptable. 1/5 of the campus property would be taken over and destroyed, rendering Meredith unable to grow and building a gigantic interstate road onto a campus that is known for being quiet, peaceful & safe to all the students getting their education there.

I appreciate needing to expand or change the road but cutting through a university's campus is unacceptable. It would have severely detrimental results for Meredith as a school and for students as a population. It is one of few women's colleges to still be thriving in 2017. Meredith creates role models and leaders in the Raleigh area. Meredith has always been good to the community. It's incomprehensible that this would even be proposed. It is a college campus. Don't take our school's ability to thrive away. More women will be falling in love with this campus and Raleigh, driving an interstate onto a fifth of the already small campus is just not an acceptable proposal. Education is important and in 2017, a women's college being able to grow & thrive is vital. Raleigh should be protecting that.

Thank you  
Callie

Sent from my iPhone

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-----Original Message-----

From: Suzanne Weston [<mailto:srweston216@gmail.com>]  
Sent: Tuesday, August 08, 2017 11:59 PM  
To: Williams, John L  
Subject: I 440

**EL-022**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I concur with President Jo Allen's remarks at the recent hearing. Please do not take land from Meredith's beautiful campus for this project.

Suzanne Weston '81

Sent from my iPad

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-----Original Message-----

From: Taylor Wilson [<mailto:tmwilson815@gmail.com>]  
Sent: Tuesday, August 08, 2017 9:38 PM  
To: Williams, John L  
Subject: I-440 Expansion

**EL-023**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I am writing to vehemently oppose the expansion of I-440 that would significantly impact Meredith College. Meredith is a historic, private college located on private land and claiming any amount of the College's land would seriously impact the current Meredith community and ability for future growth. The State does not have the ability to compensate Meredith with contiguous land if the western side of the MC campus is taken over for the expansion. Please consider other options... perhaps taking additional land from NC State University of which is land that the State already owns.

Please excuse errors  
Sent from my iPhone

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----- Original message -----

From: Kristin Blevins <[kblevins@gomajestic.com](mailto:kblevins@gomajestic.com)>  
Date: 8/11/17 6:25 PM (GMT-05:00)  
To: "Wilson, Diane" <[pdwilson1@ncdot.gov](mailto:pdwilson1@ncdot.gov)>  
Subject: NCSU Univ Club- please save it!!

**EL-024**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #6

Diane,

As a Raleigh native, NCSU attendee and concerned NCSU University Club member, the DOT taking the land away will ruin this 50 year tradition and is one of Raleigh's treasures. The Club would close and all the people it employees would lose their jobs. Widening a highway is not worth what is at stake for the club, Meredith College and many other businesses. It questions what "owning" your own land means or a 99 year lease means...basically nothing because NCDOT can come in and do what they want. I understand the importance of safe roads but surely there is another solution to keep these Raleigh institutions alive.

Your consideration is greatly appreciated!

Thanks,  
Kristin

Sent from my iPhone

EL-025

----- Original message -----

From: Todd Jones <Tjones@andersonandjones.com>

Date: 8/11/17 4:28 PM (GMT-05:00)

To: "Wilson, Diane" <pdwilson1@ncdot.gov>

Subject: I-440 Widening and Effect to the NC State University Club

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Dear Ms. Wilson:

I have only been a member of the NCSU University Club for a few years. I am actually a Tarheel, that the club members were willing to accept into their fold.

My wife and I have two boys who have greatly enjoyed and appreciate the club.

We are very concerned about the proposed project's impact on the NCSU Club facilities. The loss of over 19 acres of land at this facility will have a devastating impact on this fifty-year-old facility that has been an asset to thousands of the Raleigh community, the Faculty and Alumni of the University and over 110 staff members and their families would be adversely affected by the current design.

Please understand that my business meets at the club on a monthly basis and I attend many State of North Carolina government meetings and other trade association and civic club meetings there on an annual basis. None of this will be possible with the damage being done under the proposed road widening plan.

Please reconsider and lessen the impact. The DOT's plan will kill that historic entity. Thank you.

TODD A. JONES

ATTORNEY AT LAW

AndersonJonesLogo\_white - Copy2



9

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EL-026

----- Original message -----

From: Brooks Penn <brookspenn@gmail.com>

Date: 8/12/17 6:35 AM (GMT-05:00)

To: "Wilson, Diane" <pdwilson1@ncdot.gov>

Subject: Proposed expansion and University Club

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Dear Ms. Wilson,

As a long time member of the University Club, you can imagine how concerned my family and I are about the potential impact of losing 19 acres to expand the the belt line would have on our Club. This is the place my daughters go to play tennis, spend time with their friends, and swim. My wife and I utilize the Club for the same reasons. It has become home away from home for us.

I realize this is a very complex problem. We just ask that all options are explored and hope there can be a solution with a lower impact than the 19 acres from the University Club. Thank you for your consideration.

Sincerely,

Brooks Penn

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EL-027

From: Eva Silber  
To: [Gurak, Jill S](mailto:Gurak_Jill_S)  
Cc: [Eric.cAlsmeyer@usace.army.mil](mailto:Eric.cAlsmeyer@usace.army.mil)  
Subject: Fw: I40 Exit at Melbourne Rd.  
Date: Sunday, August 13, 2017 12:36:31 PM

---

I have sent the following to mlwright4@ncdot.gov, and I'd like you to have it also. Definitely I vote for 'Replace Bridge In Place', but also with the following thoughts:

--- On Sat, 8/12/17, Eva Silber <ewsilber@yahoo.com> wrote:

> From: Eva Silber <ewsilber@yahoo.com>  
> Subject: I40 Exit at Melbourne Rd.  
> To: mlwright4@ncdot.gov  
> Date: Saturday, August 12, 2017, 11:53 AM  
> My thoughts on the issue -

>  
> I was born and raised in cities already  
> having 5-7 million population during early 1960's and know  
> what traffic congestion is.  
> Raleigh does not even have 10% of the  
> traffic problem in comparison and I like the quiet way it is  
> now, esp. where I live on  
> Melbourne the last 10 yrs.

1 [ ] > Replace that bridge which is too old, and leave everything  
> as is. Do not close Deboy St. ramp,

2 [ ] > and do not cut up the residents nice  
> green yard to widen the road, and oh yes there is no need to  
> install right light. I40

> exits at Melbourne Rd. a total  
> residential area, not like Wade Ave. and Western Blvd, or  
> Crabtree or Crossroad which are  
> all commercial areas. What's the  
> purpose to widen the road and install red light only to  
> attract undesirable characters to  
> explore the area, ended by police cars  
> chasing criminals thru the neighbourhood.

>  
> I still travel to the big cities 3 or 4  
> times per year, and when I come back from Hong Kong or Los  
> Angeles or Dallas or  
> Houston, I count my blessing of being  
> able to live on Melbourne Road.  
>

EL-028

From: William Deerhake [mailto:w.deerhake@att.net]  
Sent: Sunday, August 13, 2017 10:13 PM  
To: Wilson, Diane  
Subject: I-440 Widening Project - Impact on NCSU Club

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Ms. Diane Wilson,

I am a long time (25 year) member of the NCSU Club.

Looking at the plans, the club would not survive the loss of these 19 acres of property. The accompanying demolition of existing facilities would end operations.

There is a community environmental loss to be considered in addition to the loss of natural habitat. The NCSU club is one of our city's long standing mediating institutions - places where people interact and relate in social and athletic settings removed from work and politics. These are difficult to create, require much work to maintain, and generate a real non-economic value for society. We should strive to keep all the ones we have. Today we certainly need more of what they provide.

My hope is that the Department of Transportation will seek creative design compromises that will allow the NCSU club to continue.

Thank you.  
Bill Deerhake  
1409 Canfield Court  
Raleigh, NC 27608  
[REDACTED]

---

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From: jr1414@mindspring.com [mailto:jr1414@mindspring.com]  
Sent: Sunday, August 13, 2017 10:35 PM  
To: Wilson, Diane  
Subject: comments on I-440 improvements

1414 Geneva St.  
Raleigh, NC 27606  
Aug. 13, 2017

Ms. Diane Wilson  
NCDOT  
Raleigh, NC

Dear Ms. Wilson:

Please allow me to address the changes proposed in the widening of I-440, starting with the interchange at Jones Franklin Road.

1 **Jones Franklin Road:** I can understand the need to rebuild the interchange, but not to relocate and widen Fort Sumter Road. Doing so would promote its connection through Roylene Acres to Buck Jones Road, and increase traffic through that residential community (in my own neighborhood, we are currently trying to restrict through-traffic).

2 **Athens Drive and Melbourne Road:** Although a given that these bridges need replacement, the option of moving them north unnecessarily takes people's properties, and in the case of Melbourne Road, their residences – a drastic step just for the convenience of detour avoidance. With replacement of the Melbourne Bridge in place, there is also no need to move the entrance to the northbound ramp going onto I-440 and take three residences – there is enough room to locate it starting in same place on Melbourne (the same distance from the bridge as the southbound exit), and merely extend its length. Also, I question the need for any traffic lights; Melbourne is not a heavily used road, but a light on the east side of the bridge has the potential of backing up traffic onto Kaplan Drive.

3 **Western Boulevard:** While the Double Crossover Diamond adds an unfortunate amount of complexity and cost, there is an obvious need to move away from the present arrangement. I had hoped that since any design (without adding overpasses) would entail crossing over lanes of oncoming traffic for those on Western Boulevard, a single bridge could be employed, and a simpler plan presented. If the Double Crossover Diamond is chosen, however, please at least shift it west enough so that there will be no residential relocations (take a little more of the Kmart parking lot – it's not as if it has ever been fully utilized, or will be).

4 **Ligon Street:** There is already too much traffic through the Method community. Either bridge proposal seriously impacts the area with increased traffic. As is, the single lane culvert under I-440 has next to no traffic. In the thirty-six years I've lived in West Raleigh (and used the tunnel probably once every two weeks), I would guess there have been less than a dozen times I've seen traffic in one direction have to give way to traffic from the other. There is already considerable resistance in the Method Community to being told by others what is best for them. If DOT and the City of Raleigh think they can turn Ligon Street into another thoroughfare through the community (and take residences), they may do better to consider all consequences.

5 **Hillsborough Street – Wade Avenue:** Any of the proposed alternatives will have substantial impact on Meredith College and the NC State University Club and the communities around them and that they serve, and forever alter those West Raleigh institutions. Even in the *Slight Detour Alternative* the penalties for both are severe, but could be partly alleviated by moving the side, parallel corridor roads closer to I-440.

6 Moving these would allow the ramps from eastbound and westbound Wade Avenue to southbound I-440 to be shifted, so as to avoid taking much of the University Club's property. If eastbound Wade Avenue traffic were made to cross over westbound Wade Avenue traffic, just as westbound traffic has to cross over eastbound, the ramp from eastbound Wade to southbound I-440 could be moved further. If the current ramp from eastbound Wade to northbound I-440 was retained, the proposed Flyover could be eliminated and perhaps any land acquisition from either Meredith or the University Club avoided.

7 Almost all drastic changes could be sidestepped, of course, if the Hillsborough Street access to and from I-440 was closed. Much effort is already being put into restricting traffic on Hillsborough Street anyway; this would be supportive and allow the I-440/Wade Avenue interchange to be essentially left as is, with minimal impact on the community.

In the comment period at the McKimmon Center August 8, I scoffed when someone suggested that DOT's plans continued a tradition of treating West Raleigh as an area to go through in order to get somewhere else, rather than as an integral community. After more carefully reviewing the proposals, I now tend to think there is some truth to their statement. I can't believe that making parts of West Raleigh resemble Los Angeles, with swooping interchanges, overpasses, and cut-throughs of neighborhoods, won't sacrifice our community.

Sincerely,

Joseph D. Regan

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EL-030

From: Stan Stager [mailto:stanstager@aol.com]  
Sent: Sunday, August 13, 2017 10:09 PM  
To: Wilson, Diane  
Subject: A proposed design to address the concerns expressed at the public hearing

Diane,

Congratulations on a well run public hearing on Improvements to I-440 Between Walnut Street and Wade Avenue Including Interchanges. As an electrical engineer familiar with the use of computer aided design tools in the digital design world, I was very impressed with the engineering effort that has gone into the design of I-440 improvements using computer aided design tools in the civil engineering world.

It became very clear from listening to the comments and looking at the designs that any of the three alternatives for the Hillsborough Street to Wade Avenue would be fatal to the NC University Club and that no amount of compensation would bring it back to life. Although I have attended events at the club, I am not otherwise affiliated with the club. It also became clear that sizeable portions of Meredith College have been eaten away by past and proposed right-of-way acquisition.

1 I believe that it is possible to come up with a design that does not put the University Club out of business and does not further impact Meredith College to such a significant degree. To that end I would respectfully ask NCDOT to consider an alternative design expressed in the attachments. The first attachment describes in bullet form the features of the proposed design and the details of the proposed design. The second attachment is a schematic showing, for Hillsborough Street, I-440, and Wade Avenue, the proposed travel lanes and ramps, including lane widths and directions of travel. To be sure, it will require some creative design, supported by 3-D models, in the quadrants of the Wade avenue interchange. However, it does provide a solution that supports left turns without the need for traffic lights and a total cost which may be less than the three alternatives presented.

Thank you for your consideration of this matter.

Stan Stager  


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EL-030

Proposed alternative to design of I-440 interchanges at Hillsborough Street and Wade Avenue

SRS 2017 – August 13

Features of proposed design:

- Zero impact to property of NC State University Club
- Minimum impact to property of Meredith College
- No relocation of Reedy Creek Trail
- Elimination of traffic lights at Wade Avenue intersection
- Elimination of all left turns at Wade Avenue Intersection
- More efficient use of existing right-of-way
- Less cost for new right-of-way
- Much less cost for concrete or asphalt

Details of proposed design:

- Hold fast to existing right-of-way, existing three lane road bed, and existing ramp structure on west side (NCSU side) of I-440 from Hillsborough Street to Wade Avenue
- Rework median to remove existing gap between westbound lanes and eastbound lanes of I-440
- Add third travel lane (inside lane) in each direction and skinny median to I-440
- Shift eastbound lanes of I-440 to the east in the direction of Meredith College as needed for 8 lanes total with skinny median
- Add no parallel side roads between Hillsborough Street and Wade Avenue (assumes acceptable weaving)
- Adjust eastern ramps at Hillsborough for I-440 East as necessary for wider I-440
- Eliminate loop A and loop C at Wade Avenue
- Add (replace) loop D at Wade Avenue
- Keep loop B as is
- Shift path of westbound Wade Avenue In quadrant A to accommodate two ramps and two one-lane bridges as shown
- Add new ramp in quadrant A, instead of proposed long flyover, starting on eastbound Wade traveling through space of former loop A over westbound Wade then under I-440 and through quadrant D to join ramp from westbound Wade to eastbound I-440 heading north
- Add ramp loop from westbound Wade Avenue in quadrant A to cross over eastbound Wade Avenue through quadrant B to join ramp from Blue Ridge Road to westbound I-440 (south)
- Remove traffic lights at Wade Avenue on east side of I-440 since left turns are no longer needed
- Optionally reshape exit ramp from I-440 east to Wade Avenue east with smaller radius and reshape nearby Reedy Creek Trail to return some right-of-way to Meredith College as a gesture of good will since left turn is no longer required at Wade Avenue

From: Ben Barwick [mailto:bencbarwick@gmail.com]  
Sent: Monday, August 14, 2017 10:37 AM  
To: Wilson, Diane  
Subject: NC State University Club

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

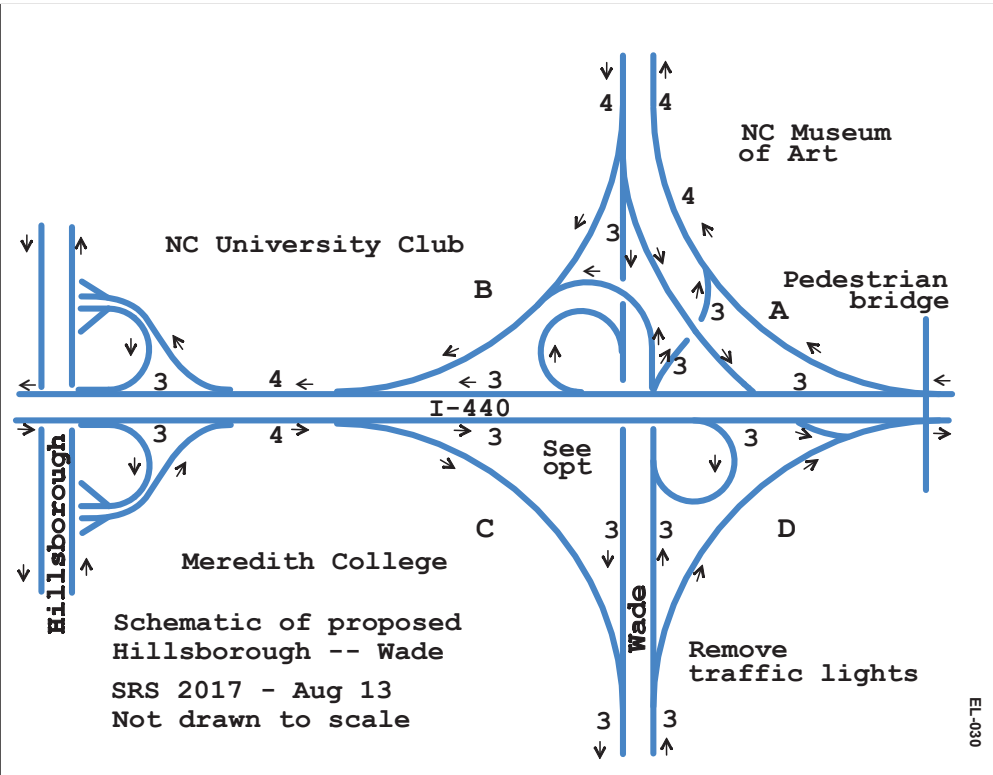
Dear Ms. Wilson,

I wanted to write to express how important the NC State University Club has been to my family. I realize that the NC DOT is doing everything it can to protect people's interests, but in the plans I have seen, our club would pretty much cease to exist. Please do everything you can to minimize the effect of the I-440 expansion on our grounds.

Thank you for your consideration.

Ben C. Barwick

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EL-030



EL-032

From: Pam Mims [mailto:pam.mims@emsarncva.com]  
Sent: Monday, August 14, 2017 9:04 AM  
To: Wilson, Diane  
Subject: Wade / Hillsborough interchange

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Dear Ms. Wilson,

As a member of the NC State University Club, I would like to respectfully request that another alternative for this interchange be evaluated.

I travel this section of the beltline daily from my home inside the beltline to my office off of Powell Dr near the fairgrounds. I understand the need to do something to improve this section of the highway. But I sincerely hope that another alternative can be found that will not so severely impact the University Club and Meredith College. I have already heard grumblings from members that they will leave the club if NCDOT puts the highway right next to the pools as planned. It breaks my heart to hear this, but I understand. The project will destroy many of our facilities and we might not be able to recover, given the time it will take to lease new land and build replacements. As many others have expressed, the Club has served the community well over its lifespan. I wish I were an engineer and could help solve the dilemmas that this interchange presents, but I feel certain that there must be another way. Please hear our voices!

Best regards,  
*Pam Mims*

PLM Equipment Services, Inc.  
dba EMSAR  
212 Powell Dr.  
Ste 122  
Raleigh, NC 27606

<http://survey.emsarlistens.com>



2015 EMSAR Franchise of the Year

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EL-033

----- Original message -----

From: Allison Taylor <a.kinghorn.taylor@gmail.com>  
Date: 8/14/17 4:46 PM (GMT-05:00)  
To: "Wilson, Diane" <pdwilson1@ncdot.gov>  
Subject: Destruction of Meredith College and NCSU University Club property to accommodate more cars

Dear Ms. Wilson,

- 1 [ There must be a better way to accommodate automobile traffic other than destruction of these 2 historic facilities and in the process, contribute to destruction of the character of the surrounding campus and residential area. Adding the ability for high volume, high speed highway entrance and exits to Hillsborough St. will make getting an ice cream cone or cup of coffee pure hell. And who is going to want to visit the NC State Arboretum with the increased traffic noise?
- 2 [ This plan and both of it's alternatives are extremely disappointing.

I am a frequent rush hour commuter who simply expects delays at certain times of the day through this area. It certainly does get slow but only comes to a hard stop if there has been an accident.

- 3 [ Isn't it possible to create an outer beltline branch that diverts some of traffic away from the center of these campuses? Perhaps with a plan to use the existing corridor for rail in the future?

Maybe an outer beltline is excessive. Certainly, the Wade Ave entrance to 40 from the south could be improved by making a loop or bridge entrance instead of the stoplight. Maybe the traffic pressure could be alleviated sufficiently with some minor but smart improvements for entering/existing 40 instead of the massive destruction of the 2 historic institutions and increased traffic flow on Hillsborough St., which should be a pedestrian and student oriented thoroughfare, and should certainly not be being retrofitted for more automobiles.

Thanks for your consideration of my opinion on this.

Allison Taylor  
1002 W. South St.  
Raleigh, NC 27603

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

From: Tiffany Aldridge  
To: [Williams, John L](#)  
Subject: I440 and Meredith College  
Date: Thursday, August 10, 2017 5:58:39 PM

**EL-034**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

While I understand the need for expansion and an update to our roadways, please reconsider not using Meredith College land to do so.

I am an alumnae of Meredith College and I do not want to see my alma mater destroyed by roads. Please consider another alternative!

Thank you,  
Tiffany Privette Aldridge  
Meredith College  
Class of 1996

From: Jane Bowers  
To: [Williams, John L](#)  
Subject: Meredith College  
Date: Friday, August 11, 2017 5:14:40 PM

**EL-035**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

As a 1958 graduate of Meredith and a Cary native(now living in Virginia), I want to urge you and others with the NCDOT not to take any of the Meredith campus property to expand the I-440 beltline on the west side of Meredith. Meredith needs all the land that they now have and would be

permanently affected by the increased noise, traffic, fumes, etc. that the building and completion of the expanded lanes would create. Not only that but the potential for future building expansion would be seriously affected if land is taken for this project.

Since I care very much about Meredith's future, I am asking that the NCDOT go back to the drawing board and design a less intrusive and impactful option for lane expansion.

Yours truly,  
Jane Maynard Bowers

From: shirley napier  
To: [Williams, John L](#)  
Subject: I-440 Expansion Around Meredith College  
Date: Friday, August 11, 2017 8:12:18 PM

**EL-036**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8

There's got to be a better way to expand I-440 around Meredith College. The highway needs expanding but not at the costs to Meredith in lost acreage, environmental pollution including noise, fumes, flyover bridges, and lighting masts.

Please seek a less invasive solution to this problem.

Thank you.

Shirley Napier, Class of 1966  
Meredith College

From: Rick Roberts  
To: [Williams, John L](#)  
Subject: I-440 Expansion Plan  
Date: Sunday, August 13, 2017 11:03:10 AM

**EL-037**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8

Good morning,

I am writing to request that DOT take another look at the current plans for the expansion of I-440 and it's negative impact on the Meredith College campus.

Meredith College is a lovely campus and it would be a shame to have it impacted by concrete, bright lights and traffic noises. As an alumnae of Meredith, I have always appreciated that the campus is an oasis in an urban landscape. Yes, traffic is a concern as the Triangle area continues to grow, but there's got to be a better way to solve the problem that doesn't involve negatively impact he the college.

Please reconsider the expansion plans in their current form and return to the drawing board to come up with another plan that will not have such a negative impact on the College.

Thank you for your time.

Susan W. Roberts  
Class of 1976

From: Amanda Houser  
To: [Williams, John L](#)  
Subject: Meredith Campus Impact.  
Date: Monday, August 14, 2017 8:06:23 PM

EL-038

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8, #9

Mr. Williams,

This is in reference to the NC State Transportation Improvement Program (STIP) Project No. U-2719 proposed to make Improvements to I-440 between Walnut Street in Cary and Wade Avenue in Raleigh including interchanges.

Please see my concerns below. While our Meredith College President, Dr. Jo Allen understands the need to improve I-440, the proposed plan does not take into account the irreversible damage that will be done to the Meredith Campus. I urge you to go back to the drawing board to find a better solution.

*"Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus."*

- Dr. Jo Allen, President, Meredith College, Class of 1980

**The Problems with NCDOT's Plans**

- All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.
- Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.
- NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.
- Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.
- NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.
- NCDOT's three plans also harm other area organizations to an unacceptable degree.

Please take my comments under review. I am hopeful that you all will go

back to find the best solution for all parties involved with less impact to the historical Meredith College Campus.

Mandy Shelton Houser  
Charlotte Office  
1235-E East Boulevard #253  
Charlotte, NC 28203  
704-906-3553 cell

From: Fritschel, Betsy P. [JJCUS]  
To: [Williams, John L](#)  
Subject: Negative Impact on Meredith College of Current I440 Expansion Plans  
Date: Monday, August 14, 2017 6:12:08 PM

EL-039

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #8

Dear Mr. Williams,

I am writing to you with concern about the impact of the current plans to widen I-440. I am an alumna of Meredith, the mother of a current student and a member of Meredith's Board of Trustees. I also work full-time and travel frequently from RDU, so I fully understand the importance of widening I-440. Hopefully there is a way to accomplish this without such a negative impact on Meredith College.

I would like to respectfully request that NCDOT consider additional and different designs. The 3 currently proposed designs all have significant negative impact on the Meredith College campus. Please consider expansion on the other side of the I-440 between Hillsborough Street and Wade Avenue. No amount of money can ever replace the loss of such a significant portion of Meredith's lovely campus.

I am also seriously concerned about the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.

Meredith College plays a significant role in the lives of many people as well as a significant role to our community. The three current plans would have significant negative impact on Meredith, and I ask sincerely ask you to reconsider.

Thank you in advance for your consideration,  
Betsy Fritschel  
Class of '77

From: Caroline Mock  
To: [Williams, John L](#)  
Subject: Proposed I-440 Beltline Widening  
Date: Tuesday, August 15, 2017 4:57:52 PM  
Importance: High

EL-040

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #7, #8, #9

Dear Mr. Williams:

As an alumna and supporter of Meredith College, I was dismayed to read of the proposed taking by NCDOT of a significant portion of the Meredith Campus for construction of roads. There are a number of reasons why this is a terrible idea:

- All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.
- Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.
- NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.
- Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.
- NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.
- NCDOT's three plans also harm other area organizations to an unacceptable degree.

As President Jo Allen of Meredith has stated, *"Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus."* I implore you to seek other ways to improve the roadway which are not to the detriment Meredith College.

Thank you for your consideration.

Best regards,

Caroline R. Mock  
Letteer & Mock  
13760 Noel Road, Suite 840  
Dallas, Texas 75240

**PLEASE NOTE NEW EMAIL ADDRESS:** [REDACTED]

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From: Morgan Taylor  
To: [Williams, John L](#)  
Subject: Walnut to Wade Proposal  
Date: Tuesday, August 15, 2017 2:46:05 PM

EL-041

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I am writing you to urge you to go back to the drawing board for your Walnut to Wade proposal. The plan affects a significant portion of the beautiful and historic Meredith campus, which has made huge contributions to our city. The proposal as is would severely limit growth and the current students would be drastically affected. Please reconsider a plan that takes into consideration the needs of the campus, which brings so much to our city.

Sincerely,  
Morgan Taylor

Sent from my iPhone

From: Heather Troxler  
To: [Williams, John L](#)  
Subject: I-440/Meredith College expansion  
Date: Tuesday, August 15, 2017 5:58:30 PM

EL-042

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Hello. I'm Heather Troxler, Meredith College class of 2013 and WINGS graduate.

I know you have probably gotten numerous emails, messages and phone calls from people on this subject and if you haven't, you will in other forms of communication about the I-440 Meredith College expansion taking campus land!!

When I was a student Meredith, I studied biology, psychology, business administration among other subjects and I went into Veterinary Medicine as a career. I was in the undergraduate research program that studied along with NCState and Duke.

I have family that used to work for the NCDOT, so I know what the state is really like. It is beyond me why the somewhat educated engineers of the DOT would even consider a plan being acceptable to take up Meredith College campus land to widen I-440 when Meredith College being the historic institution and campus that it rightfully is would even think that taking campus land would be acceptable which it is not!!! Meredith College existed even before I-440 even existed!! Taking campus land would have long term detrimental, devastating impact to the campus and to it's future growth as a college and in the Raleigh and Wake County community! The plans would completely obliterate the aforementioned educational value. Paving over a historical place such as Meredith College where 1000s of women call home and Raleigh and Wake County community rely on for income \$\$\$ should not even be an option!

I am all for progress, don't get me wrong, but there is a better way to complete the NCDOT's project of Hillsborough St./Wade Ave. plus NC State as well!!! The plan is beyond preposterous! The engineers should go back to the drawing board. I have seen all three plans and none are acceptable or respectful to Meredith College or NCSU plain and simple. When the engineers created this plan, it seems that they were only thinking of getting the job done and their 401k's. If you didn't know Meredith College chartered in 1891, has current students, alumnae, faculty and staff on not just a state level, but national and global scale. The NCDOT and USDOT is not well liked. Please make the reputation better by creating plans for I-440 that don't effect Meredith College campus land!! I'm sure that Gov. Roy Copper's mother which is an alumnae as well would thank you too as well!!!

Thank you for your time.  
Heather Troxler '13  
Meredith College

From: Karen Padgett  
To: [Williams, John L](#)  
Subject: Highway Expansion and Meredith College  
Date: Tuesday, August 15, 2017 2:57:52 PM

**EL-043**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

As an alumna of Meredith College and a Wake County resident, I appreciate the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus.

Thank you for your time. Karen Y. Padgett

From: Leith, Carolyn  
To: [Williams, John L](#)  
Subject: I-440 Beltline widening proposal  
Date: Tuesday, August 15, 2017 5:05:21 PM  
Attachments: [image001.gif](#)

**EL-044**

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8, #9

Dear Mr. Williams,

I'm writing concerning the I-440 Beltline widening project as it relates to Meredith College.

As vice-chair of the board of trustees I am very concerned about the effect the 3 proposals will have on our campus. Each of the proposals could wipe out a significant portion of the western side of the campus, in fact, approximately one-fifth of our footprint will have been taken for transportation-related projects since the college's founding in 1925.

Meredith College plays an important role in our community and any one of the current 3 plans would cripple our ability to grow. This will put us in a very difficult position.

Under all 3 plans, construction and it's inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.

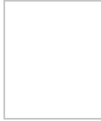
These three proposals fail to address the impacts to the college and the students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the 100-foot tall lighting masts and the 45-foot tall light poles along the entire western side of our campus.

I certainly appreciate the need to improve I-440's traffic flow, I drive on it every day. I would ask that the NCDOT come up with more equitable plans that would pose fewer impacts on the historic campus.

Respectfully,

Carolyn Leith,  
Vice-chair, Meredith College Board of Trustees

Carolyn S Leith, CFP<sup>®</sup>, CPWA<sup>®</sup>  
Vice President  
Private Wealth Management  
Robert W. Baird & Co  
3600 Glenwood Ave  
Suite 200  
Raleigh, NC 27612



EL-044

*Baird ranks No. 4 - our highest ranking ever - on FORTUNE's 2017 list of the 100 Best Companies to Work For.*

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Please click [here](#) for important information about any client reports you receive.

From: Janet Rippy  
To: [Williams, John L](#)  
Subject: Widening of I 440 corridor  
Date: Wednesday, August 16, 2017 8:48:24 AM

EL-045

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please reconsider the plans for the widening of the I 440 corridor between Hillsborough and Wade Ave. the plans as presented do not take into consideration the negative impact that this will have on the Meredith College campus, it's students, faculty and facilities.

Janet Michael Rippy

From: Courtney M. Newberry  
To: [Williams, John L](#)  
Subject: Proposed NCDOT plan that affects Meredith College  
Date: Wednesday, August 16, 2017 9:44:04 AM

EL-046

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8, #9

Mr. Williams,

I am writing to you to voice my concerns over the proposed plan to expand I-440 from Walnut Street to Wade Avenue. All of the proposed plans will affect Meredith College greatly. It will affect the campus and will hinder future growth and expansion for the college. In addition, a huge part of a historic campus will be wiped out. Taking away one-fifth of any organization or establishment would put them in a difficult position. In addition, construction on campus would bring noise, fumes, debris and it would permanently disrupt the campus experience. This would negatively affect the college's National register eligible historic district.

I graduated from Meredith College in 2005 and that college is what brought me to Raleigh. I picked Meredith College because it is a small campus with almost 100 years of history. The seclusion and beautiful campus is what appealed to me from the beginning. Please do not bring road noise, night lights, and car fumes near the beautiful campus that we all know and love. We want to preserve it for future generations of Meredith women.

Thank you,

Courtney Newberry

-

Courtney M. Newberry  
LaGrange Elementary School  
Third Grade

From: Kathryn Anderson  
To: [Williams, John L](#)  
Subject: I-440 & Meredith College  
Date: Wednesday, August 16, 2017 6:08:04 AM

EL-047

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I call upon you to reconsider your plan to widen I-440 in the area between Hillsborough Street and Wade Avenue. Your proposed plans will impact the Meredith College campus to a degree that is unacceptable.

Thank you,  
Kathy Anderson

From: cindy lowe  
To: [Williams, John L](#)  
Subject: I-440 Beltline Expansion  
Date: Wednesday, August 16, 2017 3:38:04 PM

EL-048

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

As a Meredith College Alumni, I am writing to request that the NCDOT go back to the drawing board to present a better plan for the Beltline expansion. I do understand the need to handle the enormous amount of traffic that has to be dealt with, but to do so at the expense of existing organizations such as Meredith, which have contributed so much to Raleigh and hold significant historical value, is almost criminal!

I feel sure that a better plan could be formed....without destroying things and organizations of enormous value that Raleigh already has in place. Thank you for your consideration.

Cynthia Elkins Lowe  
Class of 1971

From: Rebecca McClendon  
To: [Williams, John L](#)  
Subject: Public Comment I-440 Expansion proposal  
Date: Thursday, August 17, 2017 8:17:26 AM

EL-049

Mr Williams,

I am writing as a NC property owner as well as a Meredith College alumni to express my concerns regarding the proposed impact to the campus of Meredith in the I-440 expansion (Hillsborough & Wade Ave) surrounding our campus, home to over 2000 students, workplace for over 500 faculty and staff, and alumni home for well over 21,000 living alumnae.

The college has followed a state recognized Designed Historic Landscape plan for it's strategic growth for well over 50 years, and the only remaining expansion space which remains of our land-locked campus will be severely restrained under the current expansion proposal resulting in loosing the very best sites for future classroom buildings, residence halls, and athletic facilities. Your report furthermore fails to assess the detrimental impacts to current offerings of its high quality instruction, research, residential living, and commuter service if the proposal was to be employed.

Meredith is a thriving private institution, with a history of growth and proven corporate citizenship to the Raleigh area, having previously provided land for the expansions of prior road. The current proposal simultaneously proposes to take campus land, \*and\* insert high-volume and high-speed infrastructure, lights, and noise directly onto our college campus, loosing much of the buffer zone which currently exists. Other than stating that right-of-way will be taken, the Environmental Assessment fails miserably to address the impacts to the college and her students from the highway, its concomitant expressways, ramps, berms, bridges and flyovers. It does not even mention the effects of the proposed 100-foot tall lighting masts along the entire western side of our campus. The report fails to speak to the visual impacts of highway infrastructure and flyover bridges that will loom four to five stories over the campus.

I ask the NC Dept of Transportation and the FHWA to investigate additional design alternatives and methods to reduce the footprint and impact of the project to expand I440 around the Meredith campus.

Respectfully,

Rebecca C. McClendon



8-15-17 EL-050

Dear NCDOT:

I am a member of the NC State Club and I am providing comments on the proposed expansion of I-440.

Candidly I am appalled at what the Club is doing. The Club has asked members to provide scripted comments to NCDOT about the expansion. In a way, what the Club and many members are doing is look at the good of the Club and not what is best for the community.

I-440 desperately needs to be expanded. If it impacts the Club so be it. What is more important - dealing with 100,000 vehicles a day to improve commuting, reduce pollution + improve (over)

EL-050

safety or keep a Club for 500 people. The Club is great but progress ~~can~~ must occur. And if the tennis courts and parking lot are impacted, adjustments can be made. Tough choices will need to be made but only a handful of people use the 9 hole course - the tennis courts and parking could be relocated to that area and the course eliminated, which would probably be a benefit.

1  
 NCDOT really has no choice but to go forward and I applaud that it is occurring. A concerned citizen and a State Club member.

PS I can't blame my race as I would be criticized severely for writing this note

From: Stephanie Hurt  
 To: [Williams, John L.](#)  
 Subject: FREEWAY EXTENSION  
 Date: Tuesday, August 15, 2017 8:57:35 AM  
 Attachments: [brand-lockup copy.jpg](#)

EL-051

SEE HILLSBOROUGH-WADE  
 COMMON COMMENT #6

I would like to second Dr. Allen's comments. There must be another way, other than destroying a campus!

*"Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus."*

- Dr. Jo Allen, President, Meredith College, Class of 1980

Stephanie Hurt, PhD  
 Associate Professor  
 Strategic and International Management  
 Meredith College





EL-052

From: Josephine S. Cooper [mailto:jo@josephinecooper.com]  
Sent: Thursday, August 17, 2017 5:04 PM  
To: Williams, John L  
Subject: Opposition to I-440 Beltline Widening Project - Reduce Adverse Impacts on Meredith College

John L. Williams  
North Carolina Department of Transportation

Re: I-440 Beltline Widening Project  
<https://Ncdot.publicinput.com/1851>

The purpose of this communication is to express opposition to the current NCDOT plans for the I-440 Beltline Widening Proposal because of the adverse impacts on Meredith College. I write as an Alumnae of Meredith College and as a member of the Board of Trustees of Meredith College.

The three NCDOT plans for widening I-440 between Hillsborough Street and Wade Avenue could damage a significant portion of the western side of Meredith's historic campus. Under each of the NCDOT plans, the immediate and long-term effects of the completed project will limit the college's ability to grow and unalterably disrupt the campus experience of its students, faculty and staff.

1 [ NCDOT has not adequately evaluated the short-term and long-term impacts to Meredith College caused by the I-440 Beltline Widening project. I request that a more thorough Environmental Assessment be conducted to evaluate more fully the impacts on Meredith College. I urge that the NCDOT amend current plans for the I-440 Beltline Widening Project to adequately account for the impacts on Meredith College. Furthermore, I urge the NCDOT to explore fully other options for the I-440 Beltline Widening Project which would lessen the impact on Meredith College. The I-440 Beltline Widening Project should be postponed pending further study and consideration of other options.

Thank you.

Sincerely,

Josephine S. Cooper  
Josephine S. Cooper  
121 Saint Mellions Drive, Pinehurst, North Carolina 28374



\*\*\*\*\*

Josephine S. Cooper  
Josephine Cooper LLC  
Public Affairs Consultation  
121 St. Mellions Drive  
Pinehurst, NC 28374  
&  
5610 Wisconsin Avenue # 18C  
Chevy Chase, MD 20815



EL-053

From: Talia Fann [mailto:talia.caligiuri@gmail.com]  
Sent: Friday, August 18, 2017 9:48 AM  
To: Williams, John L  
Subject: Opposition to the I-440 Beltline Expansion

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8, #9

To whom it may concern,

As a Meredith College graduate I am in opposition to all three proposals to alter/widen the I-440 Beltline, Hillsborough St, and Wade Ave. All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus. NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community. Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district. NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus. NCDOT's three plans also harm other area organizations to an unacceptable degree.

To quote our President Dr. Allen, Class of 1980, "Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus."

The Meredith College community hopes you will go back to the drawing board and find a new solution to the traffic problem that doesn't negatively impact our campus. Thank you for your consideration.

Talia Fann  
Class of 2002

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EL-054

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

August 9, 2017

**HELLO!** NC DOT,

My name is Sidney Grace Caroline Mathews. I am a future Meredith College student, class of 2021. I disagree with taking land from Meredith College for the I-440 highway expansion. I believe that this land should be used for future classroom buildings, dorms and whatever Meredith College students and future Meredith College students need most.

Thank you for listening to me. I hope you will take my requests seriously.

Best Regards,  
Sidney Grace Caroline Mathews

EL-055

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #8

14 August 14, 2017

Mr. John L. Williams

Re: Impact on Meredith College of Current Plans to widen I-440

Dear Mr. Williams,

I am writing to you with concern about the impact of the current plans to widen I-440. I am an alumna of Meredith, the mother of a current student and a member of Meredith's Board of Trustees. I also work full-time and travel frequently from RDU, so I fully understand the importance of widening I-440. Hopefully there is a way to accomplish this without such a negative impact on Meredith College.

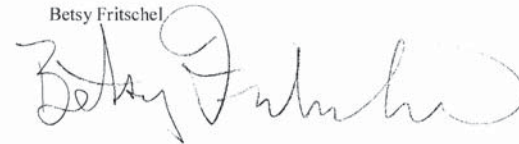
I would like to respectfully request that NCDOT consider additional and different designs. The 3 currently proposed designs all have significant negative impact on the Meredith College campus. Please consider expansion on the other side of the I-440 between Hillsborough Street and Wade Avenue. No amount of money can ever replace the loss of such a significant portion of Meredith's lovely campus.

I am also seriously concerned about the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.

Meredith College plays a significant role in the lives of many people as well as a significant role to our community. The three current plans would have significant negative impact on Meredith and I ask sincerely ask you to reconsider.

Thank you in advance,

Betsy Fritschel



EL-056

From: Dan Willits [mailto:skwillit@gmail.com]  
Sent: Friday, August 18, 2017 11:48 AM  
To: Wilson, Diane  
Subject: 440 Widening Project

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Hello

My name is Dan Willits. I reside at 2804 Old Orchard Rd, Raleigh, NC 27607 and have been a member of the University Club since joining the NCSU faculty in 1974. I am now retired, but I continue to use the club facilities as much as I did while raising my family.

I strongly urge the DOT to consider other options that will not penalize the club to the extent shown in the original plans. As noted in the N&O editorial section, Hillsborough is no longer the main thoroughfare it once was, given the major renovations that have been done to it in the vicinity of the NC State Campus. Granted, it still provides an avenue to the fairgrounds and the sporting arenas, but those are not everyday affairs and should not be the overriding concern, in my opinion.

Perhaps access to Hillsborough could be provided through a service road, or an interchange smaller than the one planned for Wade Avenue. I concede that it is practically impossible to completely avoid taking some University Club space, but the amount taken by the original plan would be fatal to the club, its employees, and its members.

I thank you for your consideration.

Dan Willits  
Professor Emeritus  
NC State University

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EL-057

From: Elizabeth Dove [mailto:Elizabeth.Dove@sas.com]  
Sent: Thursday, August 17, 2017 10:27 AM  
To: Williams, John L  
Subject: Do not destroy the Meredith College Campus !!

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8, #9

Dear Mr. Williams:

As a Meredith College alumna, I am very disturbed by the proposed DOT plans to hack off a major portion of Meredith College's west campus. I'm not sure you realize this, but current plans would result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment in Raleigh in 1925.

Current plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community. In addition, under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district. NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.

Thank you for your attention to this matter and understanding of the serious effects on Meredith College under proposed plans. I'd be happy to discuss this email and current plans with you.

Thanks,  
Elizabeth Dove

Industry Consulting - Retail, Consumer Goods, Communications and Media Practice

CARY - 100 SAS CAMPUS DRIVE - CARY, NORTH CAROLINA, 27513-2414  
[www.sas.com](http://www.sas.com)

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August 12, 2017

U-2719 Walnut to Wade

NCSU Club Impacts

To Whom It May Concern:

Unfortunately I was unable to attend the public information meeting held on August 8, 2017 for this project. As someone who's family has been enjoying and relying on the NCSU Club facilities since the late 1960's, I am compelled to address some negative impacts to the West Raleigh neighborhood and the Club caused by the current I-440 widening plans.

The impact of these current plans will effectively destroy over \$15 million of infrastructure and a thriving \$2 million dollar a year business at the NC State University Club. There are approximately 110 people who will lose their full or part time jobs. Numerous civic meetings and charity events at the Club that are planned years in advance will be in jeopardy.

The negative impacts of the current plans include losing the entire parking lot of 300+ parking spaces located on the East side of the existing building which will be destroyed, with no alternative for relocation. In addition, the nature park, hiking trails, the storm water bio-retention system and the wooded buffer along the North and East sides of the property will also be destroyed.

The community outreach through the swimming pools (3) and the tennis facilities will be eliminated or severely impacted from beginner lessons and youth programs through adult recreation and health programs. Those faculty, staff and alumni who have relied on the Club for extra access to University events will be denied this benefit of being associated with the largest and best University in the State.

The NC State Golf men's and women's team short game practice facility, that is also used by the Professional Golf Management degreed program, will be eliminated and must be totally rebuilt before any demolition begins. The existing Par 3, 9-hole golf course will be destroyed and cannot be relocated on site or moved to Centennial Campus.

The current plans do not even begin to address Meredith College's concerns on the other side of the road. NCDOT's decision to simply move the road over 180 feet West of it's current alignment is just not acceptable.

- 1 To complain is one thing, but I offer these possible points for consideration to lessen the impact. If DOT would remove access to Hillsborough Street in favor of Wade
- 2 Avenue with newly engineered access, keep the centerline of the existing road where it is and add only one lane in each direction, this might lessen the impact on

everyone. We all agree it is congested on I-440 but only at certain times of the day. To say the \$450 million project as planned will alleviate all of the safety concerns is questionable and irresponsible. DOT may spend 20% or more of that amount in property acquisition and damages before the first spade of dirt is turned. DOT needs to take a step back and look at the big picture versus the knee jerk reaction to a "OMG there are a lot of accidents. Let's widen the road."

The NCSU Club members didn't "fall off the turnip truck" yesterday. We are long standing members and leaders of our community. We are mostly professionals who own businesses and rely on the U Club facilities. We know widening alone won't eliminate accidents and alleviate all of the congestion. In some ways the traffic congestion could be worse without proper planning. Most of the NC DOT engineers (traffic or otherwise) are NOT planners. This project could approach \$1 billion before it is done. The community and financial impacts of the current "plans" should make someone at NC DOT take a step back and say "Are we really sure this is the best way to proceed?"

Sincerely,



Marcia P. Pitts, NCSU Club Member  
1972 Graduate of NC State University

EL-059

-----Original Message-----

From: The Maddalenas [<mailto:themaddalenas@gmail.com>]  
Sent: Thursday, August 17, 2017 10:09 AM  
To: Williams, John L  
Subject: Preliminary Public Input Phase for SW Beltline Expansion

Hi John,

Thank you for your time on the phone this morning. I appreciate your patience and willingness to help me understand the preliminary public comment process for the the Beltline expansion project.

1 As discussed, I'd appreciate any summary reports, example meeting publication materials, or sample size/geography descriptions you can provide that will highlight the decision process to retain the ramps at Melbourne Rd.

2 Additionally, if you have any information regarding the noise sampling done for the project I would appreciate that too. Specifically I am interested in the values, dates, times, and locations for all samples used to tune the noise modeling done for the project. I have left two voicemails for Missy Pair, Noise and Air but have not heard back from her.

Thanks again!

Sincerely,

-Damian Maddalena

--  
Dr. Damian M. Maddalena, PhD  
[REDACTED]

Dr. Sarah Katherine McKinney Maddalena, PhD  
[REDACTED]

5020 Huntingdon Dr.  
Raleigh, NC 27606

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EL-060

From: Carolyn Thackston  
To: [Williams, John L](mailto:Williams, John L)  
Subject: I-440 expansion and its effect on the Meredith College campus  
Date: Sunday, August 20, 2017 4:48:58 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

**To whom it may concern:**

I am a proud graduate of Meredith College, Class of 1971. I will never forget the experience of higher learning on the beautiful and historic campus and in the Raleigh community. Meredith graduates have gone on to hold countless meaningful positions in the communities of North Carolina and beyond. Now I find that the campus is in danger of losing significant acreage in addition to the loss of safety, privacy, and future growth to the expansion of I-440.

*"Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus."*

EL-061

From: abyrd53@aol.com  
To: [Williams, John L](mailto:Williams, John L)  
Subject: I 440 plans and Meredith College  
Date: Sunday, August 20, 2017 4:15:07 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8, #9

Dear Mr. Williams:

I am a 1976 graduated of Meredith College and was on Campus yesterday as new students moved in. As College president Jo Allen commented, we appreciate the need to improve the I 440 traffic flow. It is my understanding that the current plans would wipe out a significant portion of the western side of the campus. I don't think that the college can afford to lose a lot of land. I support Dr. Allen's position and ask that the NCDOT to go back to the drawing board to revisit the current plans and develop a more equitable plans that has fewer impacts on this campus and my beloved alma mater.

Thank you.

Amy Garber Byrd  
Fayetteville, NC  
Class of 1976-Meredith College

EL-062

From: Laura Jacobson  
To: [Williams, John L.](#)  
Subject: I-440 Beltline Widening Proposal  
Date: Sunday, August 20, 2017 4:05:44 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8

Please **do not allow** the current proposal to go through for the following reasons:

All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.

Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.

NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.

Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.

NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.

NCDOT's three plans also harm other area organizations to an unacceptable degree.

NCDOT should recognize the irrevocable damage its plans would cause and immediately go back to the drawing board.

Meredith's students (almost 2,000), staff (311), faculty (229), 22,000 living alumnae, and countless supporters are united and will petition NCDOT and other relevant parties without pause until the agency re-thinks its destructive plans.

As our President Jo Allen expressed, "*Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus.*"

I ask you to consider her words and thoughts above and ask yourself how would you feel if it was happening to the College or University you loved.

Laura Jacobson, Class of 1980

EL-063

From: Dana Rawls  
To: [Williams, John L.](#)  
Subject: Beltline expansion project  
Date: Monday, August 21, 2017 8:08:41 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8, #9

Good Morning John,

As an alumni of Meredith College as well as a long time Wake County Resident, I understand the needs to consider improvements and expansion of I-440. However, the plans impact more than just traffic patterns.

Our President, Dr. Jo Allen said it best.

*"Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus."*

- Dr. Jo Allen, President, Meredith College, Class of 1980

#### **The Problems with NCDOT's Plans**

- All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.
- Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.
- NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.
- Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.

EL-063

- NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.
- NCDOT's three plans also harm other area organizations to an unacceptable degree.

Please consider alternative options that do not negatively impact the past, present, and future of Meredith College.

Dana F. Rawls  
Class of 1999

EL-064

From: Natalie Herrmann  
To: [Williams, John L.](#)  
Subject: Proposed I-440 Changes Impacting Meredith College and the NCSU Faculty Club  
Date: Saturday, August 19, 2017 7:02:44 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7,  
#8, #9, #10

Mr. Williams,

Thank you for the opportunity of sharing my concerns with you about the proposed I-440 widening options that could negatively impact Meredith College and the NCSU Faculty Club in a significant way.

As a resident of the Midtown area of Raleigh, I travel the Bellline to Meredith and beyond on a regular basis, as my elderly mother is a resident of Cary. Because of this, I rely on getting to the Crossroads Shopping Center on a regular basis. While I get frustrated by traffic delays in coming and going to Cary, I appreciate the need for widening and change. However, I would hope that change could come about with less of a direct impact to Meredith.

As I am also a Meredith employee and the mother of two daughters that are alums of the College, I am concerned about the following:

- All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.
- Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.
- NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.
- Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.
- NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.
- NCDOT's three plans also harm other area organizations to an unacceptable degree.

My sincere hope is that DOT could re-evaluate their current proposed design changes and that a plan that would be available with less of an impact to Meredith.

My thinking that if more focus was put directly on the I-40/440 interchange, that perhaps the Hillsborough St. ramps could even be eliminated and more service roads/ramps be implemented?

I do appreciate the difficult position that you and the DOT are in with these changes; but again, please re-evaluate so that the strong, well-educated voices of Meredith alums will continue to grow in the years to come?

Thank you,  
Natalie Herrmann

EL-065

From: Trolleyraleigh@aol.com  
To: [Williams, John L](mailto:Williams_John.L)  
Cc: [trolleyraleigh@aol.com](mailto:trolleyraleigh@aol.com)  
Subject: Beltline widening  
Date: Saturday, August 19, 2017 3:21:49 PM

Dear Mr. Williams,

I read about the meeting with the DOT last week regarding the widening of the Beltline between Wade and Hillsborough St. I don't think Meredith College should be losing that much land for the road project. After thinking about the options for widening the road, I suggest the following and hope you and your department will consider it. Since the State owns the land the University Club sits on and the State will own and maintain the new roadway, why not use the University Club land for the expansion entirely. The State owns land all around Raleigh and in Wake County. The State could then build a new building for the University Club on one of these sites. Yes, it would be a different location, but perhaps even more desirable. The State would need to reimburse the Club for construction of swimming pool, tennis courts, etc. as they exist now. This just might be a win/win situation for everybody!

Additionally, the Club building may be rented out to an organization for long term rental. It sounds like the roadway will not reach as far as the building itself. Anyway, this is just my idea. Hope this idea will be considered.

Brenda McLean  
Meredith graduate  
Class of 1964

1

EL-066

From: Phil Kirk  
To: [Williams, John L](mailto:Williams_John.L)  
Subject: Widening of the Beltline  
Date: Tuesday, August 22, 2017 10:56:30 AM

As former Chief of Staff for Governors Holshouser and Martin, I am well aware of the challenges which DOT faces with most road projects, but especially when valuable land is needed for the project!

As a member of the Meredith College Board of Trustees for 18 years and as a grandfather who helped to move his oldest granddaughter in at Meredith on Saturday and as a long-time member of the North Carolina State University Club, I am very concerned about the damage which will be inflicted on these two important Raleigh landmarks.

Of course, both Meredith and the University Club will have to give up some land for the much-needed widening of the Beltline; however, I believe the scope of the project can be substantially reduced without inflicting too much unnecessary harm on either one. The expressways, ramps, bridges, flyovers all appear extravagant to me and I would urge that the proposed project be reviewed and reduced.

1

I would respectfully urge that more attention be given to the impact on the two historic Raleigh institutions as it relates to lighting, noise, and green space.

Adoption of any of the three plans without substantial reductions will not only harm the beauty and serenity of the Meredith campus, but will severely cripple our ability to grow. The same can be said for the University Club which could lose all its tennis courts and most of its parking.

2

I respectfully ask that DOT consider the human factors involved and the tremendously negative impact on Meredith and NCSU while giving another serious look at the ramifications of this tax payer-financed project. Thank you very much for your consideration

PHIL KIRK, 3017 Old Orchard Road, Raleigh, NC 27607



From: John Bateman  
To: [Williams, John L](#)  
Subject: Proposed I-440 project  
Date: Monday, August 21, 2017 10:57:40 PM

The proposed I-440 project between Hillsborough Street and Glenwood Ave. impedes too much on the property of Meredith College. The college needs this land for current parking and fitness trails and for future expansion due to increased enrollment. In addition, the land is a buffer from the city life immediately around it adding to the appeal of this campus when making a decision on which college to attend. Please do NOT take any of the land owned by Meredith College!

1 [ Road improvements need to be made to make I-440 safer but much of the area around this road is successfully developed. Why not consider lowering the speed limit for this road as part of the plan to make it safer? It is not unusual to have inner city highways with a 50 mph speed limit.

Thank you for the opportunity to comment on the proposed plans and please do not disturb the Meredith College property.  
Susan Bateman

From: Lauren Nicole Grodi  
To: [Williams, John L](#)  
Subject: Highway Expansion  
Date: Monday, August 21, 2017 6:54:51 PM

Representative Williams,

1 [ My name is Lauren Grodi and I am a sophomore at Meredith College. I would like to speak with you about the I-440 expansion that will have a major effect on my campus. This expansion could take away the colleges on-campus apartments, the commuter parking lot, and the lot we have reserved for future gym expansions, classroom buildings, and residence halls. This lot is currently being used for gym classes on campus. Every Meredith student has to take at least four credit hours of physical education to graduate. Where are these classes supposed to hold session if this lot is no longer there? Where are the commuter students to park if we do not have room for them anymore? Where are the students in the Oak apartments expected to live? These factors are all very important to students and are weighing heavily on them, their families, and will affect their education. My college is already fairly small and taking any type of land away would be devastating to me and many other students, and this expansion will result in taking away almost one fifth of our campus when combined with all of the other NCDOT projects.

Meredith is one of the nation's largest independent private women's colleges. We have grown to 2,000 students and will continue to grow over the years but if this highway expansion takes away our land, we will have nowhere to go. We need a larger gym to hold classes; and sporting events. We need new residence halls to hold our growing student body. We need new classrooms so Meredith is able to offer more subjects and provide an even higher level of education. A college is a place where young adults can pursue their dreams and passions, a place where students are allowed to have new experiences, and find out what they are meant to do in their life. These aspirations and goals should not be overtaken by the desire to expand a highway.

Meredith College has been positively impacting the Raleigh community and surrounding areas for years. Not only have many graduates stayed in the Raleigh area to find a career and give back, but Meredith hosts activities like free lectures and cultural events that are open to the public. Meredith holds food drives and also partners with the Special Olympics to give students the opportunity to interact and help those who are mentally disabled. Meredith College is responsible for producing strong, educated, and confident women into the workforce. The future of Raleigh is here. This college has one of the most interactive and welcoming campuses and that is not something that should be dismissed. Meredith has done all of this and more with the 225 acres it has. Imagine what this college can accomplish and do for its community if it's allowed to grow.

Meredith is more than just a college to me. It is my home. It is a place where I found myself, and a place where I am creating my future. President Jo Allen, along with the rest of the student body will not go down without a fight. Meredith is an old college, but we have big plans within the next couple of years. The construction for I-440 is set to take place in 2019 and I will still be a student here during that time. This is going to directly affect me, and other young women who attend this institution. Not only will the construction interfere with campus

EL-068

living but the noise will be distracting to students and their education.

2 I understand that we are a small women's college; and are probably overlooked in the large scheme of things but the students that go here matter. Our campus matters. Our education matters. Our voices will be heard and I believe I am speaking for more than just myself when I say that I do not want this highway expansion to take away our home. I highly encourage that we try to seek a more diplomatic solution to this extremely important issue.

Sincerely,

Lauren Grodi

EL-069

From: Diane Garcia  
To: [Williams, John L.](#)  
Subject: Hillsborough Street and Wade Avenue Interchange of I-440  
Date: Monday, August 21, 2017 5:55:23 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

120 W. El Paseo St.  
Denton, TX 76205  
August 21, 2017

Mr. John L. Williams  
Project Manager  
Hillsborough St. and Wade Ave. Interchange  
NCDOT

Dear Mr. Williams

As a proud alumna of Meredith College (BA '62) I am writing to urgently request that NCDOT review its current plans for the expansion of the I-440 Beltway as it pertains to the Meredith campus. I am particularly concerned with the loss of so much land from the campus and ask that your planners search for alternate plans for this area. None of the three options about which I read on the web site seems appropriate. I sincerely request that the NCDOT reconsider the untenable impact to the College for this loss of land and find another solution!

Please reconsider other options you may have for this project.

Sincerely,

Diane J. Garcia

Cc: Ms. Diane Wilson

EL-070

From: Diane Garcia  
To: [Williams, John L.](#)  
Subject: Hillsborough St. and Wade Ave Interchange  
Date: Monday, August 21, 2017 4:33:20 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

120 W. El Paseo St.  
Denton, TX 76205  
August 21, 2017

Mr. John L. Williams  
Project Manager  
NCDOT Hillsborough St. and Wade Avenue Interchange area

Dear Mr. Williams:

As a proud alumna of Meredith College I am writing to request that NCDOT please review its current plans for the expansion of the I-440 Beltway as it pertains to the Meredith campus. I am particularly concerned with the loss of so much land on the west side of the campus and ask that your planners search for alternate plans for this area. I sincerely request that the NCDOT reconsider the impact to the College for this loss.

Thank you for reconsidering any options you may have for this project.

Diane J. Garcia

EL-071

From: Michelle Henson  
To: [Wilson, Diane](#)  
Date: Tuesday, August 22, 2017 9:11:13 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Dear Diane Wilson,

My family and I have been members of the NCSU University Club for 5 years now. My husband and I use the Gym, Golf course & Tennis Club on a regular basis. My children are both on the UClub Swim Team. My husband and I both work full time. During the summer, when my children are out of school, we use the University Club kids camps as childcare during the day. I am very concerned about the proposed project's impact on the NCSU Club facilities. The loss of over 19 acres of land at this facility will have a devastating impact on this fifty-year-old facility that has been an asset to thousands of the Raleigh community, the Faculty and Alumni of the University and over 155 staff members and their families would be adversely affected by the current design. Our Family, along with hundreds of others in the area, will be negatively affected by these changes.

**Please do not take away our University Club!**  
**Please consider this when planning the mapping of this project.**

Sincerely,  
Michelle Henson

EL-072

From: Shannon Aycock  
To: [Wilson, Diane](#)  
Subject: I-440 Impacts to the NC State University Club  
Date: Tuesday, August 22, 2017 7:09:24 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #2, #10

Dear Ms. Wilson,

We are members of the NC State University Club. As members for over a decade, we have built countless memories of our time there. We had our wedding rehearsal dinner there, and we have either sponsored or attended wedding receptions for good friends. Our kids first learned to swim at the club, took their first dive off of a diving board, and have been active on the swim team since the age of three. We've attended functions over the years for business women's groups, and we've spent many hours bonding with friends. Our kids have attended tennis camp for the last three years and we often see non-members there as well.

With the current plan and approach to widening 440 along the Wade Avenue/Hillsborough Street/Western Boulevard corridors, I am afraid the NC State University Club will be a casualty of the construction and unable to survive, sustain membership, and thrive as an organization. The NC State University Club employs over 100 staff members and is a congregation for countless families, many whose membership spans multiple generations. The NC University Club was established and has resided at its current location for well over a half-century, providing a place of respite, social engagement, leisure activity, and business meetings for many Faculty, Alumni, and – over the last decade – a multitude of Raleigh and Wake County citizens; we all share an interest in these same activities and in the same brand of fellowship that the NC State University Club provides.

While progress and improvements are needed to 440, particularly at the western side of the loop, I feel it would be careless to do so without giving due consideration to such a landmark and its impact to the community. The displacement of the employees along with the tax base it provides to the city, county, and state would be a detriment to our community. Additionally, the NC State University Club currently serves a variety of civic and collegiate organizations that would also be displaced. There's no way, with the current planned taking of the land, that the NC State University Club could survive on such a drastic reduction of land and elimination of amenities. There are almost four thousand members of the club impacted by this, not only in the long-term, but also during construction. The proximity of the construction site and the final traffic lanes give me serious pause as to the safety and well-being of our members due to noise pollution, air-quality issues, water-run off, etc. I believe if great care is not taken to consider and to help care for such a local treasure, the club would just have to fold.

One possible way to help alleviate this problem might be to eliminate the Hillsborough Street exit off of 440. This reduction could save both Meredith College as well as the University Club. I can understand that there will be some change, but I really think Raleigh will be better served if sincere efforts are made to help preserve Meredith College and the NC State University Club as much as possible.

Thank you for your consideration and please try to help save our club.

Sincerely,

Shannon and Matthew Aycock

Shannon Aycock's Tutoring Services  
Specializing in Mathematics and Physical Sciences



From: Richard Sathoff  
To: [Wilson, Diane](#)  
Subject: I440  
Date: Tuesday, August 22, 2017 4:29:51 PM

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Hello Ms Wilson,

My name is Rich Sathoff and I am a member of the NCSU faculty club writing you about the 440 expansion. I was disappointed in the 3 alternatives for the Wade to Hillsborough link as all 3 would clobber our club. I was wondering why more aggressive alternatives were not mentioned. Were any of the following considered?

- 1 [ 1) Have no Hillsborough exit to/from 440. This would save a lot Meredith and NCSU club.
- 2 [ 2) Make 440 from Wade to Hillsborough a tunnel. Several cities like Dallas and Boston have done this.
- 3 [ 3) Make 440 a double decker, put the extra lanes above the existing lanes.

Thanks for you consideration,  
Rich Sathoff  
1001 W Peace St  
Raleigh, NC 27605

From: Leming Chris USRE  
To: [Wilson, Diane](#)  
Subject: Comments on the impact of NCDOT plans to widen I-440  
Date: Tuesday, August 22, 2017 4:17:47 PM  
Attachments: [image001.jpg](#)

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Dear Ms. Wilson,

I hope this email finds you well. I am Chris Leming and a member of the NCSU University Club. I write to you today to express my concerns regarding the specific impacts the I-440 widening plans will have on the NCSU University Club.

Being the child of a now-retired NCSU professor, I grew up at the club when it was called the NC State Faculty Club. I learned to swim there, to play golf and tennis there; it is where I had my first job. The Club is immensely important to me, so when I had the chance to move back to Raleigh after living in New Hampshire, I was eager for myself and my new family to join the Club. We deliberately chose a house in close proximity to the Club, and I earnestly hope my sons get to have similar opportunities to grow and learn important life skills at the Club.

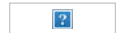
- 1 However, after viewing the proposed plans, I do not see how the Club can sustain such traumatic reductions in acreage or such a dramatic increase in noise pollution and safety risks. How will the Club be adequately compensated for its complete loss of tennis facilities and parking facilities? How
- 2 will the Club be adequately protected against the impending explosion of noise pollution? How will
- 3 the Club be adequately protected against the risk of cars propelling themselves off the highway and into whatever exists on the other side of the shoulder? I'm sure I need not remind NCDOT of a tragic accident several years ago. In that case, a DUI driver was speeding so fast and recklessly on I-440 that he not only rear-ended and killed a ballerina driving her car, but he then continued hurtling down the highway. He was only stopped when he rammed into the brick barrier wall between the shoulder of I-440 and the houses just on the other side. How does NCDOT propose to protect swimmers—children and their families—from a similar driver plowing into the pool?

I understand the need to expand I-440 in that location. However, I am concerned that NCDOT's current plans do not adequately account for the Club's lost facilities or lost opportunities, and most importantly, the Club member's safety.

Thank you for your time and consideration of these comments. Please feel free to contact me if you have any questions.

Warm Regards,  
-Chris

**Chris Leming**  
Patent Attorney



Syngenta Crop Protection, LLC  
9 Davis Drive  
Research Triangle Park, NC 27709  
USA



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From: Paul Davis  
To: [Wilson, Diane](#)  
Subject: Belt Line Widening - Impact to the University Club!  
Date: Tuesday, August 22, 2017 3:40:34 PM

Ms Diane Wilson and the NCDOT,

I'm writing b/c I am very concerned about the proposed belt line widening project (Hillsborough St & Wade interchange) and the impact it will have on our NCSU University Club (UClub) facilities.

The proposed land that will be lost and the condition it will leave our beloved UClub in will be absolutely devastating! My family and I are absolutely gut wrenched and truly depressed over this news. I have been coming here all of my life since I was a little toddler. These facilities mean absolutely everything to my family & I, as well as the community as a whole.

The UClub is our getaway, our oasis our escape from the everyday stresses and grind. It provides so much peace, love, recreation and socialization. The UClub is not just a club, but rather a Raleigh Institution, a low priced community resource open to the public for weddings, banquets, meetings, associations, graduations as well as exercise programs and children's camps etc etc. It is also a unique tool for recruiting faculty and staff to NCSU. To compromise this would be absolutely crippling in so many ways.

The loss of this club due to this expansion will greatly impact the city as a whole. Not to mention the loss of over 155+ jobs, as well as a vital recreation center for so many families.

Less invasive expansion options MUST be considered for the Hillsborough St & Wade interchange! There have to be so many better & more efficient ways to construct the planning with minimal impact to our beloved NCSU UClub facilities as well as the Meredith College facilities.

- 1  1) Can't the plans be scaled down overall?
- 2  2) Can't the belt line be shifted the other direction or higher to minimize damage to the land?
- 3  3) Do the exit ramps have to take up so much space and land?
- 4  4) Let's make the Wade Ave exit more of a thoroughfare and decrease the size of the Hillsborough exits...
- 4  5) Or best of all, how about we eliminate the Hillsborough Exit ramps all together and just widen the roads??? It would solve so many of these problems and it would significantly reduce expenses as well. Besides the Hillsborough street has been undergoing construction for 5+ years to NARROW it so it is no longer a thoroughfare anyways!

These are just a few ideas. Overall there absolutely has to be a much better way to expand the belt line with minimal damage to the UClub! With the current plans the road encroaches to basically sit on top of the pool and completely crushes the tennis courts. The exit ramps take all our parking and almost touch the front of our facility. No doubt the road will literally be a stone's throw from the pool. Having the belt line encroach to that extent, taking our land, destroying our ambiance will be devastating. The current DOT proposals will absolutely cripple our facilities and no doubt cause the University Club to close.

5  The proximity and noise pollution alone is enough to destroy the UClub's existence not to mention the land that will be lost.

I encourage you to come see our facilities for yourself and you will instantly understand why this is so important! Having space for so many to enjoy inside Raleigh's city limits is truly a premium.

Please please please, we beg and plead, please find another way to expand w/ minimal impact. There has to be another way to minimize or eliminate any loss to the NCSU Club Facility land that is so vital to many.

Regards,

PD

EL-076

**From:** Lydia Cleveland [<mailto:LCleveland@ncartmuseum.org>]  
**Sent:** Tuesday, August 22, 2017 1:06 PM  
**To:** Gurak, Jill S <[jill.gurak@atkinsglobal.com](mailto:jill.gurak@atkinsglobal.com)>  
**Subject:** 1-440 comments/question regarding NCMA

Jill,

1 [ At what point will you be able to provide us a list of comments/questions that the public had regarding the impacts to NCMA?  
In addition, what format will these be presented?

Thank you,

Lydia Cleveland  
Administrative Coordinator  
North Carolina Museum of Art  
[REDACTED]  
[www.ncartmuseum.org](http://www.ncartmuseum.org)  
@ncartmuseum

Street Address | 2110 Blue Ridge Road, Raleigh, NC 27607  
Mailing Address | 4630 Mail Service Center, Raleigh, NC 27699

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EL-077

**From:** Nathan Strickler  
**To:** [Wilson, Diane](#)  
**Subject:** 440 Widening Project  
**Date:** Tuesday, August 22, 2017 12:21:13 PM  
**Attachments:** [440 Widening Project\\_NS.docx](#)

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Ms. Diane Wilson

Please see my attached letter regarding the 440 Beltline widening project.

Sincerely,

Nathan Strickler

EL-077

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Dear Sir or Madam,

I have been very fortunate to live in North Carolina for over thirty years. I have been a member at the North Carolina State University Club for over 7 years. I am writing this letter to ask you to reconsider the current design for the 440 widening project at the Hillsborough Street exit.

The current 440 widening plan would have a significant impact on the University Club. The loss of over 19 acres would likely result in the tennis courts being moved or eliminated. It will also have a significant impact on the golf course and parking lot.

This isn't a simple issue of inconvenience. It is more of an issue of the financial viability of the University Club if 19 acres are taken away. The current amenities are appealing to members. If golf and tennis are gone the Club will likely lose a significant number of members. Furthermore, the drastic drop in membership may result in the Club no longer being financially viable. I believe that there is a high risk that the club could eventually go into insolvency given the loss of members.

The potential loss of this club would result in the following:

- Loss of tax revenue for North Carolina
- Conference rooms and facilities would no longer be available for weddings and conferences
- Loss of over 110 staff member jobs
- No more camps that provide working parents coverage during the summer
- The swimming pools would be unavailable which would mean one less place where kids can learn how to swim and participate in swimming competitions
- Less kids learning to play golf at an early age
- Loss of recreational events like family camp outs
- Less kids learning to play tennis at an early age
- Adverse environmental impact to the land by transitioning land from golf course to a roadway
- Loss of a 50 year old club that serves our community
- Loss of a benefit for NC State faculty and alumni

It is very clear that 440 needs to expand to resolve the bottlenecks but I believe that the engineering team needs to get creative. By being truly innovative, I believe that the DOT will be not only be able to lessen the impact to the University Club but still will be able to meet DOT and traffic needs. I know the engineers you have hired are talented and are capable to come up with an innovative solution.

The NC State University Club has been an asset to our community for 50 years. Please don't let the community down.

Please keep my letter private. Thank you for your time and consideration.

Sincerely,

Nathan Strickler

EL-078

From: Martie  
 To: [Wilson, Diane](#)  
 Cc: [Martie](#); [Mike Leming](#)  
 Subject: A comment regarding the I-440 project, Walnut to Wade section of the beltline  
 Date: Tuesday, August 22, 2017 11:44:24 AM

Since the public meeting on August 8, I have been thinking more about the I-440 project for the Wade to Walnut section of the beltline and the changes that have been proposed.

The timeline presented at the public hearing on does not match with the repeated promises made that night to the concerned citizens that attended, that since this is a design-build project the contractor can make changes in the plans.

1 [ "Not to worry", "Just give us your concerns and recommendations and this can be fixed later in the process" are not likely to be true assurances if there is not an adequate amount of time allowed for a thoughtful redesign to be made before awarding the contract to the construction firms who will finish the details of the design and begin the construction. The constraints of eminent domain and the environmental impact study that has already been completed significantly restricts any design changes by the design-build contractor and will make the assurances given to us by the DOT representatives to be, at best, intentionally misleading.

I have already submitted a statement listing my specific concerns and so have many others. Now, I want to emphasize my request that the DOT team planning this project listen to us carefully, take the good recommendations and solutions by the engineers and construction experts that are a part of the community that is being impacted and use that information to actually draw out a different set of plans that will address the problems and concerns that have been submitted.

2 [ Please delay the contract timeline until our concerns are addressed and revised plans can be supplied to the firms bidding on this project.

Respectfully,  
Martie Leming

August 22, 2017

3500 Swift Dr  
Raleigh, NC 27606



From: Virginia McDonald  
To: [Wilson, Diane](#)  
Subject: Public Comment on I-440 widening  
Date: Monday, August 21, 2017 10:10:26 PM

Dear Ms. Wilson:

Thank you for the opportunity to comment on the I-440 widening. Specifically, I am commenting on the NC State Transportation Improvement Program (STIP) Project No. U-2719, proposed to make Improvements to I-440 between Walnut Street in Cary and Wade Avenue in Raleigh, including interchanges.

I am exceptionally concerned about the proposed project's impact on the NCSU Club facilities. I request that the NCDOT rethink its plan for the Hillsborough Street/Wade Avenue exchange to minimize the damage to and impacts on the Club.

My parents were charter members of the Club. I learned to swim there, and enjoyed socializing with my friends there as a teenage. As a young mother, I took my very active son to the pool every night. He loved it. I needed it. As an adult member, I have been swimming laps in the pool for 25 years. Our lap pool is a saline lap pool. I will never get back in a chlorinated pool again. There is not another facility where I can swim in a saline pool. I also enjoy social events with my friends there. In short, the Club is NOT replaceable.

Your proposed plan would mean that I would see trucks, hear trucks, smell exhaust, and worry about a truck ending up in my lap lane. I will not be able to enjoy the pool under your current plan. Nor will the 27,000 other users who have swum in our pool this summer.

1 Further, I am exceptionally concerned about the air pollution impact of the proposed project. The beltline was built before leaded fuel was phased out. That means that the dirt in the construction area has lead in it. Once construction begins, it will become airborne in the construction dust. Lead entrained in construction dust is a primary pathway for lead exposure. Children in particular are very susceptible to lead exposure. Your proposed project would be right next to our pool and water slide, where children are all day every day. I do not think that your Environmental Assessment sufficiently accounted for this lead exposure, inconsistent with the requirements of NEPA and NC's code.

2 Also with regard to the Environmental Assessment, what health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin? I did not see these

concerns addressed in the plans as presented that will affect myself and my family.

The loss of over 19 acres of land at this facility will have a devastating impact on this fifty-year-old facility that has been an asset to thousands of the Raleigh community, the Faculty and Alumni of the University and over 110 staff members and their families would be adversely affected by the current design.

Further, I am concerned that the taking of an extensive portion of the land the Club utilizes in service to the greater Raleigh community and the Faculty and Alumni of NCSU that this would jeopardize a Raleigh tradition for over 50 years and force the Club to shut its doors. This would eliminate a consistent employer of over 110 staff members and eliminate a business that has contributed financially to the city and state through its tax base for over 50 years.

3 Is the state of North Carolina willing to walk away from a 50-year-old established entity that contributes \$73,000.00 from employees to the state income tax base, \$15k in unemployment taxes annually and \$10k in state sales tax or the 18k in county sales taxes annually, not to mention displacing 3,200 families and destroying an asset that has served the over 1,300 + faculty members and over 20k alumni members for over 50 years? There are also numerous civic and collegiate organizations that frequent this Club from throughout the greater Raleigh area. What is the plan to make sure the NCSU Club is properly compensated for these losses? I am very concerned that the Club be appropriately compensated for any damages to its property.

I am asking that NCDOT revise its plans for the Hillsborough/Wade interchanges to minimize the damages and impact to the Club.

Thank you for your consideration.

Virginia Janet McDonald  
3020 Ruffin St.  
Raleigh, NC 27607

EL-080

From: Greg Raschke  
To: [Wilson, Diane](#)  
Subject: 440 Proposed Project  
Date: Monday, August 21, 2017 8:37:28 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #2, #3

Hello Ms. Wilson,

Please find the enclosed comments for consideration.

- We are very concerned about the proposed project's impact on the NCSU Club facilities. The loss of over 19 acres of land at this facility will have a devastating impact on this fifty-year-old facility that has been an asset to thousands of the Raleigh community, the Faculty and Alumni of the University and over 110 staff members and their families would be adversely affected by the current design.
- As a member of NCSU Club, I am concerned that the taking of an extensive portion of the land the Club utilizes in service to the greater Raleigh community and the Faculty and Alumni of NCSU that this would jeopardize a Raleigh tradition for over 50 years and force the Club to shut its doors. This would eliminate a consistent employer of over 110 staff members and eliminate a business that has contributed financially to the city and state through its tax base for over 50 years.
- Is the state of North Carolina willing to walk away from a 50-year-old established entity that contributes \$73,000.00 from employees to the state income tax base, \$15k in unemployment taxes annually and \$10k in state sales tax or the 18k in county sales taxes annually, not to mention displacing 3,200 families and destroying an asset that has served the over 1,300 + faculty members and over 20k alumni members for over 50 years. There are also numerous civic and collegiate organizations that frequent this Club from throughout the greater Raleigh area. What is the plan to make sure the NCSU Club is properly compensated for these losses?
- What health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin? I did not see these concerns addressed in the plans as presented that will affect myself and my family.

Thank you for your time.

Sincerely,

Greg Raschke

EL-081

From: Dell Tolin  
To: [Wilson, Diane](#)  
Subject: 1-440 project  
Date: Monday, August 21, 2017 7:28:50 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Please see below comments from my son, Parker (9 years old). Please excuse some of the punctuation, etc. I wanted to allow him to write his own comments without my assistance. Thank you for your time. Best, Dell Tolin

Dear state official, i am Parker tolin and i am a member of swim-team at the nc state university club and this is only my first year please don't take it away it means so much its so awesome and i'm just now starting to make friends and it's very fun all of this means so much to us and we don't want you to take it away! we come together to do so much fun stuff not to mention there is an awesome pool with a slide and diving board it's so fun and all of that will be gone if you take the club away.again it's only our first year.we will lose all of our very good friends to! we are TSA summer swim champions of division 1 in the triangle! we are such a good team.there is so much fun things to do, imagine if all of that was taken away!:( please don't replace!-sincerely PARKER TOLIN ps:i am such a state fan aka nc state  
Pss:it is our very own university club.  
Psss:we made it to have lots of fun!  
Pssss:also one more thing there is a awesome water slide that we just made and all of our rivals in swim-team will start winning championships instead of us and we will be pretty mad about that!also we can't just make another u club it won't be the same and plus it's in the neighborhood of all nc state stuff it can't get any better than that also there are a lot of fans and the stadium is right there it's the perfect spot and everything they even have a playground!and a bunch of things you can do their is even awesome restaurant dining!so PLEASE!with a cherry on top i love this place so much we have had so much good awesome fun memories and hanging out we are not even close to being ready to say goodbye!please don't take the u club away.

Parker Tolin, age9

From: Pfeiffer, Amy L.  
To: [Wilson, Diane](#)  
Subject: proposed 440 widening project  
Date: Monday, August 21, 2017 5:05:48 PM

Dear Ms. Wilson,

I hope you or someone takes the time to read through this message in its entirety. We all certainly appreciate the fact that we are permitted to give our thoughts and feedback and I do hope all of it is taken into account.

I'm not really sure where to start, so I'll start with an impassioned plea. I'm asking, quite plaintively, for DOT to do whatever you can to minimize impact to the NC State University Club and the greenway and pedestrian bridge from Meredith over to the art museum.

I have lived in Raleigh for about 40 years now. In that time I've seen lots of changes – most of them are very good changes. The growth in the area is tremendous, but in my opinion has not been well thought out. I live inside the beltline in the downtown area, and there are far too many condos and apts and just too many people. I always was concerned about the infrastructure being able to accommodate all of the influx of people, and now I see what has happened: too much traffic, so the city/state is trying to now accommodate all of the influx of people, and at the potential expense of some true gems in the city: the university club and the greenway. I urge you to carefully reconsider your plans.

I have been a member of the university club for a number of years, but have been utilizing it for far more. I started going there as a student at State w/ some faculty members who were members of the "faculty club" as it was then named. This was in the early-mid 1980s. In 1994 my wedding reception was held there. In 2013, we held my parents' 50<sup>th</sup> anniversary party there. In 2016, my sister and I held our 50<sup>th</sup> birthday party there. We use the golf course, the tennis courts, the pool, the bar, the dining facilities. My sister and I paid for naming rights to the cross country running trail. My son regularly goes to the tennis and golf summer camps and out of school camps there.

All of this, quite frankly, is in jeopardy. The club simply cannot sustain the programs it has and its membership w/ the proposed road changes. This club is a vital part of MY community and many others. I do not want people to lose their jobs, as will happen, and I do not want my son to not be able to partake in tennis and golf camps. I don't want my \$10,000 investment for naming rights to the running trail to go down the tubes w/ the loss of the beautiful running trail. I do not want to see the beautiful NCSU practice facility – which is world class, btw --- to be lost. It would be a travesty.

I know it's hard for people (outsiders) to understand and sympathize w/ this, and they just

want to drive in and out of town, but this club is a meaningful part of my life and has been for years. Please do not destroy its very fabric.

1 [ Also, we are frequent users of the greenway from Meredith to the art museum, and it would be terrible to lose even part of that, especially the pedestrian bridge.

I'm asking you all to please please please carefully consider all of this and please do your best to minimize impact to these wonderful, iconic features of the town I love so much.

Thank you for reading this email.



Amy L. Pfeiffer  
Attorney at Law



5420 Wade Park Blvd., Suite 300  
Raleigh, NC 27607

Post Office Box 27808  
Raleigh, NC 27611-7808

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From: Lacey Seaton  
To: [Wilson, Diane](#)  
Subject: 440-NCSU Club--please don't take our club away  
Date: Monday, August 21, 2017 3:47:27 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Ms Wilson,

I have been a member of NCSU Club for 3 years. What attracted me was the pool and swim team for my family and the tennis courts for me and my husband. Our 19 year old son has even taken up tennis. We joined because we knew so many people from church and NC State faculty. I believe that taking of an extensive portion of the land the Club uses would jeopardize a Raleigh tradition for weddings, Lions Club, Rotary Club, and other events for the last 50 years. **It would force the Club to shut its doors.** This would eliminate a consistent employer of our friends and eliminate a business that has contributed financially to the city for half a century.

Lacey Seaton  
3408 Doyle Rd  
Raleigh 27607

—  
Lacey Seaton | PCF Design

EL-084

From: Lacey Seaton  
To: [Bob Seaton](#); [Wilson, Diane](#)  
Subject: Re: NCSU Club--please don't take our land  
Date: Monday, August 21, 2017 3:40:48 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #2, #3

Saw you reply all too. Thanks.

**From:** Bob Seaton <[robert.w.seaton.jr@gmail.com](mailto:robert.w.seaton.jr@gmail.com)>  
**Date:** Monday, August 21, 2017 at 10:10 AM  
**To:** <[pdwilson1@ncdot.gov](mailto:pdwilson1@ncdot.gov)>  
**Subject:** NCSU Club--please don't take our land

Dear Ms Diane Wilson,

I am very concerned about the proposed project's impact on the NCSU Club facilities.

**Community Impact:** The loss of over 19 acres of land at this facility will have a devastating impact on this fifty-year-old facility that has been an asset to thousands of the Raleigh community, the Faculty and Alumni of the University and over 155 staff members and their families would be adversely affected by the current design.

**Job Impact:** As a member of NCSU Club, I am concerned that the taking of an extensive portion of the land the Club utilizes in service to the greater Raleigh community and the Faculty and Alumni of NCSU that this would jeopardize a Raleigh tradition for over 50 years and force the Club to shut its doors. This would eliminate a consistent employer of over 155 staff members and eliminate a business that has contributed financially to the city and state through its tax base for over 50 years.

**Revenue Impact:** Is the state of North Carolina willing to walk away from a 50-year-old established entity that contributes \$73,000.00 from employees to the state income tax base, \$15k in unemployment taxes annually and \$10k in state sales tax or the 18k in county sales taxes annually, not to mention displacing 3,200 families and destroying an asset that has served the over 1,300 + faculty members and over 20k alumni members for over 50 years. There are also numerous civic and collegiate organizations that frequent this Club from throughout the greater Raleigh area. What is the plan to make sure the NCSU Club is properly compensated for these losses?

**Health Impact:** What health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin? I did not see these concerns addressed in the plans as presented that will affect myself and my family.

There are other proposals that address the above concerns better than the current plan. Please don't push the current plan forward.

Sincerely,  
Robert W. Seaton Jr.

EL-085

From: Jeanne Washburn  
To: [Wilson, Diane](#)  
Subject: 440 Widening project  
Date: Monday, August 21, 2017 3:16:34 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

I would like to register my opposition to all of the 440 widening proposals. While I agree that those interchanges between Wade and Hillsborough could be reworked for the safety of the motoring public, the expansion into University Club property is excessive and beyond the bounds of what is strictly necessary to accomplish your goals.

Eliminating the tennis courts and the parking lots will have the effect of eliminating the club entirely. As you know, the club leases that property and there is no where else within our leasehold to put the parking lot and the tennis courts. Moving them to another location really is not feasible as it would mean losing the pool and/or the golf course and it would be at great expense to the membership. There is no possibility that the membership will be able to pay more for less amenities and the closure of the club is likely.

As you know, the Club has served the membership --- AND the community at large since the 1950s.

Please rework the plans to take as little as possible and minimize the impact to the University Club. Give us a chance to continue!

Jeanne H. Washburn  
> 117 Glenwood Ave.  
> Raleigh, NC 27603

[Redacted]

>  
>  
>

> \*\*\*\*\*

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From: rfkellyzim@aol.com  
To: [Wilson, Diane](#)  
Subject: Please reconsider the I-440 project that involves NCSU University Club  
Date: Monday, August 21, 2017 9:45:57 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Ms. Wilson,  
My family has been a member of the NCSU Club for over 15 years. Our child has grown up at this club, and our family relies on our club for recreation, health and it is a place of treasured family traditions that we had counted on to continue for many years to come.

**Our club members make up the "salt of the Earth" -we are the best reflection of Raleigh's citizens - we are educated, family oriented, mixed in cultures, all races and all religions- and we have in common a love for our club and our city - please do not destroy what we have worked so hard to preserve!**

Please reconsider the I-440 project and do not encroach on our club property.

Thank you,  
The Kelly Family

From: Roy Attridge  
To: [Wilson, Diane](#)  
Subject: I-440 project and University Club Impact  
Date: Monday, August 21, 2017 8:44:01 AM

To whom it may concern,

I have been a member of the University Club for the last 5 years and continue to be impressed by the growth and evolution of this 50 year old institution. I have watched as an increasing number of young families have joined and have continued to strengthen a wonderful community which provides support for many families and their children through their camps and activities.

I am very concerned about the potential loss of over 19 acres of land and significant impact to facilities by the proposed I440 widening project. My feeling is that this would put the viability of this institution at risk which would have a large negative impact to the larger Raleigh community as well as removing their contribution to the local tax base.

1 [ What steps are being considered to preserve the University club and its positive impacts to the community and so many families in the area?

2 [ Additionally should there be a compromise solution that does not mortally impact the University Club, I have questions about environmental and safety impacts. What health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin?

Best regards,  
Roy Attridge

EL-088

From: Carolyn Edwards  
To: [Wilson, Diane](#)  
Subject: NCSU University Club  
Date: Sunday, August 20, 2017 7:31:58 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

To whom it may concern:

I am writing to request that the planners reroute the road expansion in another location other than the University Club and Meredith College. I am a long time member of the University Club and know how much the Club means both to the University and to Alumni as well. Quite a bit of money from the members has gone into the Club in recent years which indicates how valuable this Club is to its' members.

In the August 18th People's Forum of the *News and Observer*, James Crisp gave an alternative that seems to me would affect fewer people and also would be a much more usable road solution. I hope you will consider this possibility.

Carolyn Edwards  
M.S. from NCSU in 1971

EL-089

From: Ellen Kelly  
To: [Wilson, Diane](#)  
Subject: I440 project  
Date: Sunday, August 20, 2017 4:25:37 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

My name is Ellen Kelly and I have been a member of the Univ Club since the early 70's. I understand the need to add a third lane to the belt line on either side of the corridor in question but it is beyond comprehension why it would require so much land to be taken to accomplish that. A lane would require 12' plus an access ramp another 12'. Why would it be necessary to take so much land from the adjacent facilities. These are institutions that have served this community for decades and your current plan would effectively kill the Univ Club. Not only will it displace local families, but it will put 110 employees out of work.

There must be a less disruptive way to widen this road

--  
Ellen Launer Kelly

EL-090

**Whereas**

NC State University has for some time advanced Western Boulevard as its primary gateway to campus, NC State University has worked with the City of Raleigh to refashion Hillsborough Street as a pedestrian and alternative transport-friendly corridor,

NC State University's College of Veterinary Medicine is easily accessible from Wade Avenue via its Blue Ridge Road entrance,

Encroachment on NC State University property west of I-440 at Hillsborough Street significantly threatens facilities owned, recently upgraded, and appreciably expanded by the NC State University Club,

NC State University's Foundation holds the lien for a considerable portion of upgrade costs that would be affected by destruction of NC State University Club facilities recently upgraded and expanded,

Proximity of the I-440/Hillsborough Street interchange to both Wade Avenue and Western Boulevard interchanges creates need for elaborate access ramps that force this state property encroachment,

**Be it resolved,**

- 1 That the North Carolina State University Faculty Senate appeals to North Carolina Department of Transportation planners to eliminate the Hillsborough Street interchange with I-440 and requests that University real estate office administrators advocate for this resolution to an otherwise deplorable diminution of aesthetic and recreational value for faculty, alumni and families who have built the (Faculty) University Club as an institution since the 1960s.

Submitted for Faculty Senate first reading at its 22 August 2017 meeting

By Dr. Gary B. Blank

From: John Morillo  
To: Wilson, Diane  
Subject: 1-440 comment  
Date: Sunday, August 20, 2017 2:58:52 PM

Ms Diane Wilson

We know from Robert Frost that choosing roads influences lives. The choice can create doubt, anxiety, and regrets. The regrets are often only realized much later, after a determining choice has been made. We also know from Cormac McCarthy that a life lived only on the road or for the road can be horrific. Roads of concrete and steel are a means to an end, not an end in themselves. The relationship between the proposed I-440 expansion at Hillsborough Street and the land and lives it will harm the most at both the University Club, where I am a member, and the Meredith College campus, which I enjoy for its natural beauty and biking, poses issues of value involving means versus ends.

1

The wider faster road, in its current planned versions, offers the means to make it easier and faster to get from place to place, but only for a relatively short time before six lanes are as filled and slowed as four lanes are now. Witness Los Angeles. In this proposed road's path already lie the ends that really matter, the kinds of places to which many thousands of people want and need to retreat, and have chosen as the end of their daily or weekly travels in West Raleigh for over fifty years. In each place, whether Meredith's green and unspoiled campus or the University Club's oasis of recreation amidst rapid urbanization, noise, and smog, generations of families have found not a place to keep going and rushing, but instead places to pause and enjoy a life that does not focus primarily on driving or shopping, but instead on relaxation and recreation in one place and quiet and learning in another. The University Club will be especially harmed, irreparably so most likely, and Meredith's grounds will be degraded by a project that will once again shortsightedly choose cars and speed over walking, biking, swimming, golfing, and playing tennis at the kind of slower pace that fosters a more valuable and enjoyable road to the most important destination of all, a good life. Many of us, as you heard at the public form which I attended, are voicing the doubts and fears that arise when we fear a critical choice about a road may not be made well unless we speak up. For me and many of my friends, the University Club and Meredith's green campus are far more valuable in their current state than any faster, wider road that now threatens both of them can ever be.

I therefore urge you to reconsider a plan that will not destroy these places to which I actually want to travel in the future.

Sincerely,

Dr. John Morillo

Associate Professor of English

NC State University

Resident of Forest Hills, West Raleigh

Proud member of the NC State University Club

August 20, 2017

U-2719 Walnut to Wade I-440

Impacts to NCSU Club and Meredith College

To NCDOT Employees and Consultants Whom It May Concern:

Unfortunately I was unable to speak at the public information meeting held on August 8, 2017 for this project due to a previous commitment for the Town of Cary. As someone who has lived and worked in West Raleigh since the early 1970's and who's family has been enjoying and relying on the NCSU Club facilities since before that, I am compelled to address some negative impacts to the West Raleigh neighborhood and the Club caused by the current I-440 widening plans.

1 Please note that all of the following information was shared with the NCDOT representatives at a meeting held at the NCSU Club in early 2016, and they have done nothing to address any of these issues! The speaker for NCDOT at the public hearing did not even recognize the NCSU Club in her description of negative impacts!

2 The impact of these current plans will effectively destroy over \$15 million of infrastructure and a thriving \$2 million dollar a year business at the NC State University Club. There are approximately 110 people who will lose their full or part time jobs. Numerous civic meetings and charity events at the Club that are planned years in advance will be in jeopardy. In addition, the NCSU Veterinary School will lose a large Tree Conservation Area that was required by the City of Raleigh during their last expansion.

3 The negative impacts of the current plans include losing the entire parking lot of 300+ parking spaces located on the East side of the existing building which will be destroyed, with no alternative for relocation. In addition, the entire tennis complex, including new pro shop and food service facilities, a nature park with hiking trails, the storm water bio-retention system and the wooded buffer along the North and East sides of the property will also be destroyed. The use and safety of the pools will be compromised with a significant increase in noise and visual impacts from the highway that will be less than 100 feet away with no wall or tree buffer.

The community outreach through the NCSU Club swimming pools (3) and the tennis facilities will be eliminated or severely impacted from beginner lessons and youth programs through adult recreation and health programs. Those faculty, staff and alumni who have relied on the Club for extra access to University events will be denied this benefit of being associated with the largest and best University in the State.

The NC State Golf men’s and women’s team short game practice facility, that is also used by the Professional Golf Management degreed program, will be eliminated and must be totally rebuilt before any demolition begins. The existing Par 3, 9-hole golf course will be destroyed and cannot be relocated on site or moved to Centennial Campus.

For Meredith College, these improvements will send them back to the drawing board to replace their current approved Master Plan for their limited acreage that is so precious in our fast growing urban county.

4 **The impacts to the NCSU Club and Meredith College have much more than a financial impact, but NCDOT has yet to address the simple dollars and cents of these damages. If NCDOT would commit the needed millions of dollars necessary to make the NCSU Club and Meredith College “whole”, each could move ahead to make new plans and construct facilities that would minimize the impacts in two years, but we must start NOW! The impact for the NCSU Club and the NCSU Short Game facilities is likely to be more than \$20,000,000. Plus, how many millions will it take to make Meredith College whole?**  
5

As an alternative, the community and financial impacts of the current “plans” should make someone at NC DOT take a step back and say "Are we really sure this is the best way to proceed?"

6 NCDOT may want to consider reducing the impacts to both sides by using more urban design solutions using multiple bridges to “stack” the traffic inside the existing corridor rather than taking their typical easy approach by spreading out over the landscape to take whatever they deem necessary to handle the peak traffic impacts.

It’s time for NCDOT to show they can handle a design challenge and create win-win scenario for all concerned, rather than a traffic tsunami that destroys the community.

Sincerely,

Dennis E. Pitts, RLA, ASLA  
NCSU Class of 1973  
NCSU Club Member since 1986

From: michael buckley  
To: [Wilson, Diane](#)  
Subject: Beltline expansion and NC State University Club  
Date: Saturday, August 19, 2017 9:56:46 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #2, #3

I write to you as one of the over 3200 members of the NC State University Club with concern about the severe impact that the proposed beltline expansion will have on our club. This club has been an important part of Raleigh's landscape and history for over 50 years and a wonderful place I have brought my children and wife to enjoy outdoor activities in such a unique setting in close proximity to the NC State Vet school . The club is also a magnificent facility for numerous banquets I have attended for social and business reasons. Sunday brunch is a regular gathering for our family and my kids have learned to play tennis and learned to swim while participating on the swim team. One of the most unique features of the institution is that it is affordable to young families unlike so many golf club and tennis clubs.

I am greatly troubled by the proposed loss of a large part of our facilities as planned by the expansion and worry about the pollution, both noise and hydrocarbons from the large volume of traffic.

The beltline project is not only potentially damaging to our treasured historical institution and the surrounding environment but impacts the employees and their families who rely on the University Club for their livelihood. This would also be a loss of revenue for the state of North Carolina from an annual employee income tax base of over 73,000 income taxes and 15,000 in unemployment taxes not to mention the over 10,000 in state and 18,000 in county sales taxes annually. What is the proposed compensation to the NCSU Club for these major losses?

Finally,as a member of the NCSU Club and a NC State Alumnus I am concerned that taking an extensive portion of the land that the Club utilizes in service to the greater Raleigh community and Alumni would jeopardize the future operation of an important historical institution and possibly force the Club to close its doors. This would eliminate a consistent employer of over 110 staff members and eliminate a business that has contributed financially to the city and state through its tax base of over 50 years.

Sincerely,

Michael F. Buckley,

Class of 1990



From: Stephanie Suski  
To: [Wilson, Diane](#)  
Subject: University Club and beltline widening  
Date: Saturday, August 19, 2017 9:41:22 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Dear Ms. Wilson,

I am writing to ask you to reconsider the impact of the beltline widening on the University Club. I was at the meeting at the McKimmon Center, though I did not speak.

It's important to know that I have lived in Raleigh for over 30 years, and I do support the growth and development of the city. I understand that the widening of the beltline is needed. I also understand that it will impact many groups in the city, including residents, Meredith College, and University Club members.

I do ask that you reexamine the current plans in order to minimize the impact the widening will have on our club. It is a club used state employees and community groups; it is NOT a country club. As it stands currently, on the tennis courts, it is easy to hear the beltline traffic and it can be difficult to hear your tennis partners. This will only get worse, and the current plan removes our parking lot. I'm not sure that the club can survive without a parking lot; the Board of Directors has told us as much.

The club is a city gem with a 50-year history, and it deserves more consideration than it seems it has been given. I think that most people at the club understand that the construction is necessary and will cause the loss of some land. I simply ask that you look for a way to widen the beltline and allow the University club to remain open and continue to serve the community.

Thank you for your consideration,  
Stephanie Suski  
1700 Arlington Street  
Raleigh, NC 27608

From: Mary Wahl  
To: [Wilson, Diane](#)  
Subject: IMPACT OF 440 CONSTRUCTION ON HILLSBOROUGH AREA  
Date: Saturday, August 19, 2017 3:49:22 PM

- I AM very concerned re proposed project's impact on the NCSU Club facilities. The loss of over 19 acres of land at this facility will be devastating t on this fifty-year-old facility. This has been an asset to thousands of the Raleigh community, the Faculty and Alumni of the University and over 155 staff members and their families and these changes would be adversely affected by the current design.
  - As a member of NCSU Club, I am concerned that the taking of an extensive portion of the land the Club utilizes in service to the greater Raleigh community and the Faculty and Alumni of NCSU that this would jeopardize a Raleigh tradition for over 50 years and force the Club to shut its doors. This would eliminate a consistent employer of over 110 staff members and eliminate a business that has contributed financially to the city and state through its tax base for over 50 years.
  - Is the state of North Carolina willing to walk away from a 50-year-old established entity that contributes \$73,000.00 from employees to the state income tax base, \$15k in unemployment taxes annually and \$10k in state sales tax or the 18k in county sales taxes annually, not to mention displacing 3,200 families and destroying an asset that has served the over 1,300 + faculty members and over 20k alumni members for over 50 years. There are also numerous civic and collegiate organizations that frequent this Club from throughout the greater Raleigh area. What is the plan to make sure the NCSU Club is properly compensated for these losses?
- 1 [
  - 2 [
    - What health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin? I did not see these concerns addressed in the plans as presented that will affect myself and my family.
  - 3 [
    - Please come up with a better plan that will decrease impact on this club and Meredith college. Perhaps flyovers like in big cities with limited land might be considered.

Mary Wahl

From: SMcevoy500@aol.com  
To: [Wilson, Diane](#)  
Subject: Comment: Hillsborough Street & Wade Avenue Section - Proposed I-440 Improvements  
Date: Saturday, August 19, 2017 1:12:41 PM

Ms. Wilson

As a member of the NC State University Club, I am extremely concerned about the effect this section of the project has on University Club property. The amount and location of the University Club property to be taken by this project poses a significant threat to the future viability of the Club. I would like to offer the following suggestion which could significantly lessen the amount of property required by the road improvement project. The skew angle of the ramp "B" to "A" (Wade Avenue eastbound exit ramp) flyover bridge (near the University Club Golf facility) should be allowed to increase to more than normal standards. This could result in a significant reduction of right-of-way width by allowing the southbound exit ramp of I-440 to Hillsborough Street and the ramps from Wade Avenue to I-440 southbound and Hillsborough Street to be moved east closer toward I-440. This in turn would significantly reduce the amount of land area required on the University Club property. The Design-Build Contractor should be incentivized to do this as it will likely require a longer and thus more expensive bridge. An alignment revised in this manner may allow the University Club a better chance to remain viable and prevent a significant financial and social loss to the large community of members and non-members it serves. Thank You.

Steve and Lynne McEvoy  
3201 Watkins Glen Court  
Raleigh, NC 27613

1

From: Hoyle, Michael P.  
To: [Wilson, Diane](#)  
Subject: 1440 and Hillsborough st expansion  
Date: Saturday, August 19, 2017 7:53:46 AM

Dear DOT,


There has got to be a better way to design that expansion then to take 19 acres from the university club and the impact on Meredith. Raleigh area citizens get the need to make that stretch safer and expand but not to the extent that is being proposed. The impact DOT is proposing here is too big and detrimental to these entities. I went to NCState 30 years and worked at the university club in college like so many others. My kids have attended the university club tennis and golf camps and Ive attended dozens or charity fundraisers and lunches at the university club facility. With friends and neighbors attending the club and looking over these proposed plans, there's no way this project wouldn't put that entity under:

- how can you have a pool w kids and families directly next a major highway
- there's no way an accident doesn't occur with rubberneckers and simply just that much more traffic right next to a pool
- and who would stay a member of a pool and club where that was the case
- if that club goes under-- which it will w these plans, hundreds of jobs are lost, raleigh loses a nice community and character in that area which frankly needs it, nc state loses a draw for selling points to attract the best professors and staff, loss of revenue for the state, etc , etc etc

1

DOT has to do better to make a design that allows that club to live on. These plans are a killer.

Michael Hoyle

  
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**From:** Natalie Hampton <nhampton@ncsu.edu>  
**Sent:** Sunday, August 13, 2017 2:22 PM  
**To:** Wilson, Diane  
**Subject:** I-440 Widening Project and NC State University Club

Dear Ms. Wilson,

Thank you for the opportunity to comment on the proposed I-440. I use that section of the beltline to travel to work each day, and I appreciate the need to make some improvements. However, as a member of the NC State University Club, I am well aware that the impact on the club has the potential to shut us down.

If the project takes our tennis courts and parking, and brings traffic to within feet of our pool, the club will certainly experience a loss of members that could force us to close our doors, after 55 years in Raleigh. And while this would be a terrible loss for our 3,300 members, it would also be a loss for the community.

The club is a popular place in Raleigh for banquets, celebrations and meetings. Approximately 50,000 individuals attend events at the club each year because it offers quality facilities, food and service at a reasonable cost. As an employee of NC State University, I have attended many work functions here. In this area of Raleigh, there are few other options for meeting and event space. Where will those organizations turn?

EL-070

You have already heard about our summer and track-out sports camps that serve children of both club members and non-members. Summer childcare in Raleigh isn't easy to find. How will this resource be replaced if the club should close?

I ask you to go back to the drawing board and see if you can come up with an alternative that would reduce the impact to the NC State University Club and allow us to stay in business. Thanks for your consideration.

Sincerely,

Natalie Hampton  
3605 Fernwood Dr.  
Raleigh, NC 27612

**From:** Barbara&Dave <dadickey@bellsouth.net>  
**Sent:** Saturday, August 12, 2017 8:25 PM  
**To:** Wilson, Diane  
**Subject:** 440 project

Dear Ms. Wilson,

You may have seen my letter already. I sent it to DOT and the City Council before being informed that it should be sent to you. I am one small voice but I would like to let you know my feelings about the project at the NCSU University Club and how much the club means to my family and the university family.

\*\*\*\*\*  
\*\*\*\*\*

I am a William Neal Reynolds Distinguished Professor in the Department of Statistics at NC State University and a 40 year member of the University Club. Thank you for reading this one person's story. It concerns the proposed beltline project at Hillsboro Street.

When I was interviewed in 1976 for my job, one thing that impressed me and helped me to decide to accept a job here was my interview dinner at the (then) Faculty Club with department members. This family friendly facility was one of the first things I described to my wife upon my return to Iowa State where I was finishing my degree. Since then, the club has served as a recruiting tool for other potential faculty. It has been a location for university and community meetings as well as wedding receptions and other celebrations. On a more personal level, it was where my children learned to swim, competed in swim meets and tennis matches, celebrated the Fourth of July, played golf, and worked as lifeguards. We spent many a summer family evening by the pool over the years. There I met faculty colleagues and their families whose paths I might otherwise never have crossed.

Sitting by the pool last night watching my little grandchildren play in the water, I once again took in the beauty of the club in its current configuration. While some beltline noise can be heard no traffic can be seen through the buffer of beautiful trees lining the club's borders. Nearby, tennis players and golfers were enjoying the beautiful Carolina evening in this oasis in the city. Indeed this is one of the most attractive recreational environments I have seen in Raleigh. If you have a chance, please take a few minutes to visit the property and see what you will be destroying if you pave over this little piece of paradise. How different this will be when trucks and cars are zooming by just a few yards away from the pool with their exhaust filling the air. Who will want to join then? The current plan is likely to be the end of something that, for many of us, holds a special place in our hearts.

Sincerely,  
David A. Dickey

**From:** Sarah Snelling Paro <fenton18@hotmail.com>  
**Sent:** Friday, August 11, 2017 11:03 PM  
**To:** Wilson, Diane  
**Subject:** I 440 Project

EL-100

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Hello,  
I'm writing to express my concern about the proposed I 440 project. As a member of the University Club I am very concerned about how this project impacts the club. The University Club provides a safe place for my children to participate in sports and events. It is a community of faculty and alumni who have worked hard over the past few years to make upgrades and improvements to ensure that the community could grow. I was born in Raleigh and understand the need for changes, as I have witnessed many times, but this change causes too much of a disturbance to the surrounding areas. hope the DOT considers my concerns for such an important landmark in the area.

Thank you,  
Sarah Paro

**From:** Linda Maynard <discojo37@aol.com>  
**Sent:** Monday, August 07, 2017 5:06 PM  
**To:** Wilson, Diane  
**Subject:** U-2719

EL-101

RE- U-2719

1

Comment- since when does the NCDOT care about what citizens of NC want or don't want? This is a formality. Please send me the draft EA statement so comments/ findings can be submitted. Again a formality. I am very familiar with EIS's.  
Linda

**From:** Ann Moss Joyner <ann@mcross.org>  
**Sent:** Monday, July 31, 2017 1:29 PM  
**To:** Wilson, Diane  
**Subject:** U-2719 Wake

EL-102

Diane,

1

Has the alternative for U-2719 been set? Do you have the r/w dsn cad files for that? I don't need the final set.

Thanks much,

Ann

Ann Moss Joyner  
[REDACTED]

EL-103

**From:** Mike Switzer  
**To:** [Wilson, Diane](#)  
**Subject:** Proposed Hillsborough Street-Wade Interchange  
**Date:** Friday, August 18, 2017 6:42:54 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #3

Dear Ms. Wilson,

As a member of the NC State [University Club](#) I am concerned about the proposed Hillsborough-Wade interchange. I simply do not see a win-win situation between the NC State [University Club](#) and any of the three drawings. The loss of over 19 acres of land at the NC State [University Club](#) will have a devastating impact on this 50 year old facility that has been an asset to thousands in the Raleigh community, Faculty and Alumni of the University and over 155 staff members and their families. Is the state of North Carolina willing to walk away from a 50 year old established entity that contributes \$73,000 from employees to the state income tax base, \$15,000 in unemployment taxes annually, and \$10,000 in state sales tax or the \$18,000 in county sales tax annually? Not to mention, displacing 3,200 families and destroying an asset that has served the over 1,300 plus faculty members and over 20,000 alumni members for over 50 years. There are also numerous civic and collegiate organizations that frequent this club from throughout the greater Raleigh area. What is the plan to make sure the NC State [University Club](#) is properly compensated for these losses?

Respectfully,

Mike Switzer

Sent from my iPhone

EL-104

**From:** Rosalyn Snyder  
**To:** [Wilson, Diane](#)  
**Subject:** Widening of belt line through NC State University Club  
**Date:** Friday, August 18, 2017 3:34:23 PM

Dear Ms Wilson,

1

As a long time Raleigh resident and member of the NCSU Club, I am very concerned about the huge amount of land that the NCSU club would lose under the proposed plans for widening I440, so much that the club may be forced to close after 50 years. While the land the club is on belongs to NCSU, club members bear the expenses such as the maintenance, upkeep and recent improvements, such as the kitchen and the tennis facility, new lap pool, and tennis courts through their dues and building fees. Members have borne these building fees because they believed they were making long term investments. Will we be individually reimbursed for the very substantial investment which will be lost?

To destroy a flourishing club which has contributed and will continue to contribute a great deal when there are other options available does not seem to make any sense.

Cordially

Rosalyn Graham Snyder

3603 Octavia Street  
Raleigh NC 27606  
[REDACTED]

-----Original Message-----

From: Jim [mailto:jopaumier@earthlink.net]  
 Sent: Wednesday, August 23, 2017 11:56 AM  
 To: Gurak, Jill S <Jill.Gurak@atkinsglobal.com>  
 Subject: Fwd: Why no notifications on extending comment deadline for I-440

Jill,

Norton Symantec notified me that the form of your email address was not right in my original email, and I cannot tell if it actually was sent or not, so I am trying again. Sorry if you get this twice.

1 Why was there no notification that the comment deadline had been extended to September 8? On Monday, I sent a message on NextDoor announcing that the close was Tuesday and provided a link directly to the comment page. I got a reply from someone, who also had not been notified, who told me about the extension. It is somewhat buried on the project's home page and does not appear on the comment page. This is bad form.

I do not know if you or John Williams are in the loop on an on-going email conversation about the Hillsborough interchange or not. Quite the discussion.

Could you pass this (lack of notification) on to John Williams. I do not have his email address readily available.

Thanks  
 Jim Paumier

From: Dana and Bob Sutton [mailto:bdsutt645@gmail.com]  
 Sent: Tuesday, August 22, 2017 9:55 PM  
 To: Williams, John L  
 Subject: I-440 expansion

My name is Dana N. Sutton and my husband and I are the proud parents of Meredith College graduate. We are very concerned about the current I-440 expansion proposal and how it will have a negative impact on Meredith College and the Raleigh community.

While we understand the need for expanded transportation options (We have lived in Chatlotte, NC. for more than 20 yrs.), we also have a very clear understanding of what this expansion can do to a community. When we begin to erase our history and diminish the opportunities for colleges like Meredith to continue to grow and expand, I fear we will lose more than we will ever gain by adding lines to Bypass.

I urge you to please go back to the drawing board and look at other options for this bypass expansion. My husband and I have two granddaughters, and we would hope that at least one of them would consider Meredith has her future alma mater. If either of the proposed options are approved as they stand, Meredith College's ability to attract the best and brightest young women will forever be impacted in a negative way.

As a point of reference the term "Alma Mater" comes from the Latin phrase "nourishing or bountiful mother". For over 100 years this college has been just that for fine young women who have contributed not just to Raleigh's growth and development, but that of communities around the United States and the world.

Please reconsider these I-440 expansion options and leave Meredith College whole.  
 Sincerely,  
 Dana N. Sutton

---

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

From: Charlotte Boone [mailto:cabooneatty3@gmail.com]  
Sent: Thursday, August 24, 2017 10:10 AM  
To: Williams, John L  
Subject: Comment/Concerns I-440 Bellline and Method Community Interests

Greetings Mr. Williams,

Thank you for your call and email. I appreciate the opportunity to comment on this project. My work/court schedule has been busy; therefore, please pardon any delay.

1 I am deeply concerned about the impact of the I-440 Widening upon the Historically African American Community of Method. To name just a few, Method contains Oak City Baptist Church, Oak Grove Cemetery, and The Berry O'Kelly School. If I recall correctly, Berry O'Kelly is on the National Register of Historic Sites. Oak City Baptist is at least 150 years old and should qualify as a National Historic Site. The Oak Grove Cemetery is the burial place of many prominent, yet humble citizens of Raleigh- descendants of slaves and sharecroppers who had a lasting positive impact upon our city and our great State. One of the oldest or perhaps 2 the oldest deacon at Oak City Baptist Church lovingly and diligently maintains Oak Grove Cemetery. The deacon has made the maintenance of Oak Grove Cemetery a community service project which impacts youth and helps them make a positive difference in our community.

As you know, many projects that are sincerely in name of progress/efficiency leave our African American communities in the dust or in discarded textbooks. The discarding/gutting of African American Communities is a serious problem that ultimately and negatively affects the economy and all people. Look to the west of us at the city of Charlotte if you need further evidence of my points.

3 We could alter the route to more commercial areas such as near the PNC arena. This would have a much greater and positive impact upon our city and state. It would divert drivers/travelers to event sites to generate income; provide for a smoother and faster drive/commute; and generate more interest/use of mass transit such as the train.

4 Let us work together to minimize the impact on Method and preserve our community for the benefit of all people.

Thank you for listening to and taking heed to my concerns. My direct number is

[REDACTED]

Respectfully,

Reverend Charlotte Boone, Esq.

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

Suzanne M. Davis  
446 May Farm Rd.  
Pittsboro, NC 27312

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #2, #6

Diane Wilson  
NCDOT - Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

Dear Ms. Wilson,

As a graduate of Meredith College, I am writing to express my extreme distress at the publicized plans to destroy 17 acres belonging to my alma mater. Destroying any part of the verdant campus is not a responsible solution to traffic on I-440 at Wade Ave. and Hillsborough Rd. Loss of this land would be tragic for Meredith and for the city of Raleigh.

Meredith and its alumnae have contributed much to the community of Raleigh; its mission to educate women would be adversely impacted if nearly 20 percent of the College's campus were lost. Meredith has a vision for the future of women. In order to pursue that vision, the college requires every inch of its existing campus.

Dr. Jo Allen and the current college administration have been articulate representatives of Meredith's position in this matter. *Please listen to them and work with them to find an alternative traffic plan that does not irreparably harm Meredith College.* Proceeding with any of the current NCDOT plans is unacceptable.

Sincerely,

  
Suzanne M. Davis  
Class of 1975

EL-109

August 17, 2017  
1515 Lutz Ave  
Raleigh, NC 27607

Diane Wilson  
Human Environment Section  
1598 Mail Service Center  
Raleigh, NC 27699-1598

Dear Ms. Wilson,

From time to time I receive correspondence from various NC government agencies and it is incorrectly addressed to "John H. Voorhees, Jr". I've enclosed the latest mailing and it has your return address.


I've contacted the city of Raleigh at least a couple of times attempting to have this corrected. I'm guessing some database is being used which contains outdated information. Mr. Voorhees hasn't lived at this address for quite some time.

Is this something you're willing to follow-up on and have updated?

Here's my Wake County Real Estate information in case it is helpful:

Wake County Real Estate ID: 0001793  
PIN Number: 0794498666

Thanks,



Robert Patrick Graham

EL-110

Ms. Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

August 15, 2017

Ms. Wilson,

As an employee of the NC State University Club, I am upset about the upcoming construction on the I-440 Beltline. The plans that have been proposed by the Department of Transportation would cause substantial hardship for the NC State University Club. It is not unrealistic to expect the Club to close due to the irreparable damage caused by the Beltline Widening project.

I have worked at the NC State University Club for over 4 years. This project and its subsequent impact on the NC State University Club will most likely leave me without a job. I am interested in understanding what the Department of Transportation will be offering to compensate my fellow University Club employees and me for the financial hardship and emotional distress that losing our jobs will inevitably cause.

Not only do I depend on my job at the NC State University Club in order to pay for my groceries and other living expenses, but the work we do at the Club benefits so many in the Raleigh area. I am a part of the Club's dining and tennis staff. As a part of these two groups, I am able to develop personal relationships through both dining service and tennis instruction with many local families. People would be significantly impacted by the Club's inability to provide these services following the project's completion.

I am asking that you reconsider your plans for the I-440 Beltline Widening project to respect the employment impact on the local businesses, including the NC State University Club, that are affected by this project.

Sincerely,



Henry Bumgardner

EL-111

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

August 17, 2017

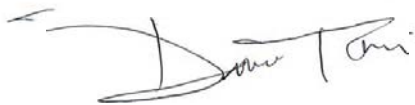
Ms. Wilson,

I am writing you regarding the widening of the I440 beltline at the Hillsborough street exit ramp. The widening of that ramp will have a negative impact on the NC State University Clubs facilities and its membership. Being an employee of this club my family and I are consequentially affected by the DOT's proposed construction. The NC State University club has been a long standing reputable establishment that has served generations of families both and past and present. The University club has also given me a chance to advance my career and gain the human capital and training that I need so that I may successfully engage and compete in today's job market. Many other employees have reaped these same benefits and the fruits have trickled down to their love ones as well whom will also be affected by the widening of the I440 beltline at the Hillsborough street exit. We at the University Club respectfully plead with the DOT to please keep our stories in mind and as you all get closer to this imminent decision.

Humbly,

Derrell Toney

Banquet Manager



EL-112

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

Ms. Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

August 16, 2017

Ms. Wilson,

As an employee of the NC State University Club, I am anxious about the construction on I-440. The plans that have been proposed by the Department of Transportation would cause substantial hardship for the NC State University Club. It is reasonable to expect the Club to close due to the irreparable damage caused by the Beltline Widening project.

I have worked at the NC State University Club for two and a half years. This project and its subsequent impact on the NC State University Club will most likely leave me without a job. I am interested in understanding what the Department of Transportation will be offering to compensate my fellow University Club employees and me for the financial hardship and emotional distress that losing our jobs will inevitably cause.

Not only do I depend on my job at the NC State University Club to pay for my college tuition, but the work we do at the Club benefits so many in the Raleigh area. I am a part of the Club's dining staff. As a part of this group, I am able to provide a positive atmosphere for people to come together and interact every day. People would be significantly impacted by the Club's inability to provide these services following the project's completion.

I am asking that you reconsider your plans for the I-440 Beltline Widening project to respect the employment impact on the local businesses, including the NC State University Club, that are affected by this project.

Sincerely,



Wilton Brooks



EL-113

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

Ms. Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

August 16, 2017

Ms. Wilson,

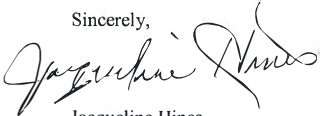
I am writing as an employee of the NC State University Club on Hillsborough Street. I have recently learned about the I-440 Beltline construction, and I am infuriated by the plans that are currently being considered. The NC State University Club will be severely impacted by this project. It is not unrealistic to expect the Club to close due to the irreparable damage the beltline widening will cause.

I have worked at the University Club for 12 years. I would like to know what compensation the Department of Transportation will be providing to help offset the financial and emotional harm this project will inevitably cause when fellow University Club employees and I lose our jobs.

The work I do as part of the University Club's banquet staff is beneficial to many Raleigh residents. My coworkers and I provide lasting memories for the members and guests that hold events here. It is unimaginable that the Department of Transportation would consider taking our business away from so many, including the children who have grown up here as well as the various local chapters of organizations that hold their weekly or monthly meetings and events here.

I would be personally affected by the loss of the University Club. I depend on my position at the University Club as my primary source of income to provide for my three children and put myself through school. I am asking that you show empathy in reconsidering your plans for the I-440 Beltline Widening to save my job and those of many others employed by the local businesses in the area affected by this project.

Sincerely,



Jacqueline Hines

EL-114

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

August 16, 2017

Ms. Wilson,

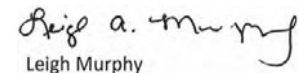
My name is Leigh Murphy, and I am the Dining Service Manager at the NC State University Club. I wanted to let you know my concerns for the future of our Club due to the I-440 Beltline Widening project.

First, I would like for you to know that I have been gainfully employed at the University Club for three great years. I have made some very great friends through my employment, not only my fellow employees but also with most of the members at the Club. We are very alarmed about the Widening project, and I feel we should be. We could all lose our employment and memberships due to this project.

I am a single mother of one, and I rely on my paychecks to put a roof over our head, pay for a car for transportation, buy food, clothe my child and myself. If it weren't for my employment at the University Club, I would not be able to care for my child the way she deserves to be cared for. I also have employees that have children as well, and they too would have the same struggles. I am saddened for the families that are members of the University Club. I have loved watching the families here grow, and this is a fun, safe place to bring your children.

I would like to beg you to please reconsider your plans for the Beltline Widening project so as to not affect our University Club community, my employment and my child's quality of life.

Sincerely,



Leigh Murphy

Ms. Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

August 16, 2017

Ms. Wilson,

I am writing as an employee of the North Carolina State University Club. I have recently learned about the I-440 Beltline construction, and the plans your department have in place are causing me are very upsetting. The NC State University Club will be severely impacted by this project. I fully expect the Club to close if forced to operate under the conditions this project will create.

I have worked at the University Club for almost two years. I would like to know what compensation the Department of Transportation will be providing to help offset the financial and emotional harm this project will inevitably cause when fellow University Club employees and I lose our jobs.

The work I do as part of the University Club's dining staff is beneficial to many Raleigh residents. My coworkers and I provide fine dining at an affordable cost to our members and guests. It is unfortunate and frustrating that the Department of Transportation would consider taking our business away from so many, including the children who have grown up here as well as the adults who have made the University Club an integral part of their daily lives.

I would be personally affected by the loss of the University Club. I depend on my position at the University Club as my primary source of income to provide for my wife and child. I am asking that you find alternative plans for the I-440 Beltline Widening to save my job and those of many others employed by the local businesses in the area affected by this project.

Sincerely,

Ephrian Wenstley



Ms Diane Wilson  
NC-DOT Environmental Analysis Unit  
1598 Mail Service center  
Raleigh, NC 27699-1598

Dear Ms Wilson:

I and my family have been members of the NC-State University Club for many years. I'm writing this brief letter to let you know how we and my family feel about the NC-DOT proposed improvement to I-440. We support the overall Goal of improving traffic flow on I-440 by widening to 6-lanes the last remaining 4-lane portion between Wade Ave. (Raleigh) and US 64 (Cary). However, the portion between Wade Ave. and Hillsborough St. in the latest NC-DOT proposal will essentially force the NC-State University Club to cease operating at its present site. The NC-DOT projected 6-lane portion of I-440 between Wade Ave. and Hillsborough St. places it to the West of the current 4-lanes of I-440, which already abuts the NC-State University Club property. This is the only portion of the 6-lane projected I-440 that does not lie directly upon the current 4-lane I-440. If it is not moved back to the East of the current NC-DOT location, then the NC-State University Club will lose too much of its available 40+ acres to continue operating there.

My family and I and the other ~1,000 families who are members utilize and enjoy the NC-State University Club, as do the ~50,000 non-members who utilize the Club facilities each year, including our after school programs and Summer camps for children. We are not a typical "Country Club". We are an affordable recreational facility utilized and enjoyed by our members, our immediate West-Raleigh neighbors, and many others in the Triangle.

Please support our effort to let the NC-DOT know how we feel about keeping the NC-State University Club at its present location and able to continue offering its members and the community at large a host of recreational and other activities.

I thank you for your consideration,

  
Alan Tonelli

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

Ms. Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

August 15, 2017

Ms. Wilson,

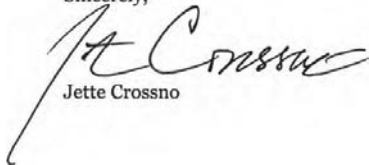
I am writing as an employee of the NC State University Club. I have recently learned about the I-440 Beltline construction, and the plans your department have in place make me very worried. The NC State University Club will be severely impacted by this project. I fully expect the Club to close if forced to operate under the conditions this project will create.

I have worked at the University Club for almost three years. I would like to know what compensation the Department of Transportation will be providing to help offset the financial and emotional harm this project will inevitably cause when fellow University Club employees and I lose our jobs.

The work I do as part of the University Club's dining staff is beneficial to many Raleigh residents. My coworkers and I create a positive environment here at the University Club where many families can come to spend quality time together. It is unimaginable that the Department of Transportation would consider taking our business away from so many, including the children who have grown up here as well as the local chapters of many organizations that meet here regularly.

I would be personally affected by the loss of the University Club. I depend on my position at the University Club as my primary source of income to pay for my rent, tuition, food and care for my pets. I am asking that you show empathy in reconsidering your plans for the I-440 Beltline Widening to save my job and those of many others employed by the local businesses in the area affected by this project.

Sincerely,



Jette Crossno

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

Ms. Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

August 16, 2017

Ms. Wilson,

I am writing as an employee of the NC State University Club on Hillsborough Street. I have recently learned about the I-440 Beltline construction, and the plans your department have in place are causing me a lot of stress. The NC State University Club will be severely impacted by this project. I fully expect the Club to close if forced to operate under the conditions this project will create.

I have worked at the University Club for almost three years. I would like to know what compensation the Department of Transportation will be providing to help offset the financial and emotional harm this project will inevitably cause when fellow University Club employees and I lose our jobs.

The work I do as part of the University Club's dining staff is beneficial to many Raleigh residents. My coworkers and I create a positive environment here at the University Club through which I have created relationships and gotten to know many members on a personal level. We are more than just a club- we are a community. It is unimaginable that the Department of Transportation would consider taking our business away from so many, including the children who have grown up here as well as the adults who have made the University Club an integral part of their daily lives.

I would be personally affected by the loss of the University Club. I depend on my position at the University Club as my primary source of income to pay for my rent, tuition, and groceries. I am asking that you show empathy in reconsidering your plans for the I-440 Beltline Widening to save my job and those of many others employed by the local businesses in the area affected by this project.

Sincerely,



Michael Lin

EL-119

Ms. Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

August 17, 2017

Ms. Wilson,

I am writing as an employee of the NCSU Club on Hillsborough St. I have recently learned about the I-440 Beltline Widening construction, and the plans your department have in place are causing a lot of stress. The University Club will be greatly impacted by this project. I fully expect the Club to close if forced to operate under the conditions this project will create.

I have worked at the University Club for two years. I would like to know what compensation the North Carolina Department of Transportation will be providing to help offset the financial and emotional harm this project will inevitably cause when fellow University Club employees and I lose our jobs.

The work I do as part of the University Club's dining staff is beneficial to many Raleigh residents. My coworkers and I create a positive environment here at the University Club through where members come to feel at home. We are more than just a club- we are a community. It is unimaginable that the Department of Transportation would consider taking our business away from so many, including the children who have grown up here as well as the adults who have made the University Club an essential part of their daily lives.

I would be personally affected by the loss of the University Club. I depend on my position at the University Club as my primary source of income to pay for my rent, tuition, and groceries. I am asking that you show empathy in reconsidering your proposal for the I-440 Beltline Widening to save my job and those of many others employed by the local businesses in the area affected by this project.

Sincerely,



Troy Miller

EL-120

Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

August 16, 2017

Ms. Wilson,

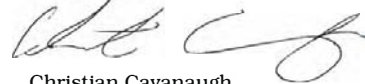
I am writing as an employee of the NC State University Club on Hillsborough Street. I have recently learned about the I-440 Beltline construction, and the plans your department have in place have me utterly baffled. The NC State University Club will be severely impacted by this project. I fully expect the Club to close if forced to operate under the conditions this project will create.

I have worked at the University Club for 3 years. I would like to know what compensation the Department of Transportation will be providing to help offset the financial and emotional harm this project will inevitably cause when fellow University Club employees and I lose our jobs.

The work I do as the Aquatics Manager is beneficial to many Raleigh residents. My employees and I create a fun and safe environment here at the University Club where members and guests can come together and create memories with their friends and families. We are more than just a club- we are a community. It is unimaginable that the Department of Transportation would consider taking our business away from so many, including the children who have grown up here at the pool as well as the adults who have made the University Club a fundamental part of their daily lives.

I would be personally affected by the loss of the University Club. I depend on my position at the University Club as my primary source of income to pay my rent, tuition and groceries, and care for my pets. I am asking that you reconsider your plans for the I-440 Beltline Widening to save my job and those of many others employed by the local businesses in the area affected by this project.

Sincerely,



Christian Cavanaugh

EL-121

Ms. Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

August 15, 2017

Ms. Wilson,

As an employee of the NC State University Club, I am concerned about the upcoming construction on the I-440 Beltline. The plans that have been proposed by the Department of Transportation would cause substantial hardship for the NC State University Club. It is not unrealistic to expect the Club to close due to the irreparable damage caused by the Beltline Widening project.

I have worked at the NC State University Club for a year. This project and its subsequent impact on the NC State University Club will most likely leave me without a job. I am interested in understanding what the Department of Transportation will be offering to compensate my fellow University Club employees and me for the financial hardship and emotional distress that losing our jobs will inevitably cause.

Not only do I depend on my job at the NC State University Club in order to pay my college tuition and my other living expenses, but the work we do at the Club benefits so many in the Raleigh area. I am a part of the Club's dining staff. As a part of this group, I am able to provide a welcoming atmosphere, good food and personal service to our members and guests. People would be significantly impacted by the Club's inability to provide these services following the project's completion.

I am asking that you reconsider your plans for the I-440 Beltline Widening project to respect the employment impact on the local businesses, including the NC State University Club, that are affected by this project.

Sincerely,



Madison Miller

EL-122

Ms. Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

August 16, 2017

Ms. Wilson,

As an employee of the NC State University Club, I am heartbroken about the construction on I-440. The plans that have been proposed by the Department of Transportation would cause substantial hardship for the NC State University Club. It is reasonable to expect the Club to close due to the irreparable damage caused by the Beltline Widening project.

I have worked at the NC State University Club for over a year. This project and its subsequent impact on the NC State University Club will most likely leave me without a job. I am interested in understanding what the Department of Transportation will be offering to compensate my fellow University Club employees and me for the financial hardship and emotional distress that losing our jobs will inevitably cause.

Not only do I depend on my job at the NC State University Club to maintain steady income, but the work we do at the Club benefits so many in the Raleigh area. I am a part of the Club's dining staff. As a part of this group, I am able to provide a great dining experience. People would be significantly impacted by the Club's inability to provide these services following the project's completion.

I am asking that you reconsider your plans for the I-440 Beltline Widening project to respect the employment impact on the local businesses, including the NC State University Club, that are affected by this project.

Sincerely,



Stephen Taylor

EL-123

Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

August 16, 2017

Ms. Wilson,

As an employee of the NC State University Club, I am heartbroken about the plans for construction on I-440. The plans that have been proposed by the Department of Transportation would cause substantial hardship for the University Club. It is sensible to expect the Club to close due to the irreparable damage caused by the Beltline Widening project.

I have worked at the NC State University Club for over a year. This project and its subsequent impact on the University Club will most likely leave me without a job. I am interested in understanding what the Department of Transportation will be offering to compensate my fellow University Club employees and me for the financial hardship and emotional distress that losing our jobs will inevitably cause.

Not only do I depend on my position at the University Club to pay for my college tuition and care for my two pets, but the work I do is beneficial to many Raleigh residents. I am a part of the Club's dining staff. As a part of this group, I have been able to bring laughter and togetherness to many local families. People would be significantly impacted by the Club's inability to provide these services following the project's completion.

I am asking that you please reconsider your plans for the I-440 Beltline Widening project to respect the employment impact on the local businesses, including the NC State University Club, that are affected by this project.

Sincerely,



Emily Gales

EL-124

Ms. Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

August 16, 2017

Ms. Wilson,

As an employee of the NC State University Club, I am heartbroken about the plans for construction on I-440. The plans that have been proposed by the Department of Transportation would cause substantial hardship for the University Club. It is realistic to expect the Club to close due to the irreparable damage caused by the Beltline Widening project.

I have worked at the NC State University Club for 32 years. This project and its subsequent impact on the University Club will most likely leave me without a job after 32 years spent here. I am interested in understanding what the Department of Transportation will be offering to compensate my fellow University Club employees and me for the financial hardship and emotional distress that losing our jobs will inevitably cause.

Not only do I depend on my position at the University Club to put a roof over my head, but the work we do at the Club benefits so many in the Raleigh area. I am a part of the Club's banquet staff. As a part of this group, I have been able to serve many organizations, families, and individuals with whom I've developed a relationship over my many years at the University Club. People would be significantly impacted by the Club's inability to provide these personal and familiar services following the project's completion.

I am asking that you reconsider your plans for the I-440 Beltline Widening project to respect the employment impact on the local businesses, including the NC State University Club, that are affected by this project.

Sincerely,



Wallace Blount

EL-125

Miss Diane Wilson  
NCDOT Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4

August 17, 2017

Miss Wilson,

I am writing as an employee of the N.C. State University Club. I have recently learned about the I-440 Beltline Widening construction, and the plans your department has proposed are very upsetting. The University Club will be seriously impacted by this project. I fully expect the Club to close if forced to operate under the conditions this project will create.

I have worked at the University Club for two years. I would like to know what compensation the North Carolina Department of Transportation will be providing to help offset the financial and emotional harm this project will inevitably cause when fellow University Club employees and I lose our jobs.

The work I do as part of the University Club's dining staff is beneficial to many Raleigh residents. My coworkers and I bring the spirit of Raleigh and N.C. State University to life through our food, drinks, entertainment, personal relationships and excellent service. We are more than just a club- we are a community. It is inconceivable that the Department of Transportation would consider taking our business away from so many, including the children who have grown up here as well as the adults who have made the University Club an essential part of their daily lives.

I would be individually affected by the loss of this club. I depend on my position at the University Club as my primary source of income to pay for my rent, bills, and groceries, not to mention my tuition for N.C. State University. I am asking that you be empathetic in reconsidering your proposal for the I-440 Beltline Widening to save my job and those of many others employed by the local businesses in the area affected by this project.

Sincerely,



Jerod Schoenthaler

EL-126

4100 Five Oaks Dr.  
Unit #4  
Durham, NC 27707  
August 21, 2017

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #9

Ms. Diane Wilson  
NCDOT -- Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

Ms. Wilson:

Regarding proposed changes to I-440 between Hillsborough Street and Wade Avenue, please consider the following:

Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.

The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.

Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.

NCDOT's three plans also harm other area organizations to an unacceptable degree.

Respectfully,



Kathryn M. Anderson

**From:** Bob O'Brien [mailto:robrien1@nc.rr.com]  
**Sent:** Monday, August 28, 2017 9:46 AM  
**To:** Wilson, Diane  
**Subject:** I-440 improvements Wade Ave to Hillsborough Street

Good afternoon,  
I live near the 5-points area in Raleigh and am a member of the NC State University Club. I frequently travel along Hillsborough St., Wade Ave. and the beltline between those two. There is no question that expansion and improvements are needed in these areas. On all versions of the current design, an enormous amount of land will be taken from The University Club. Like Meredith College, we are landlocked with no capability to purchase adjacent land. The facilities that we will lose, approximately 180 parking spaces, a golf course maintenance shop and 8 tennis courts, will have to be relocated onto our 9 hole golf course. We will be fortunate if we can retain 6 holes. The University Club is in a unique situation in that we lease the land from the NCSU Foundation so it seems unlikely that we receive any compensation for the loss. The cost of replacing parking, tennis and buildings will have to be funded by the membership.

1 The current plan for traffic flow exiting onto west bound Hillsborough St. is the design element that is enormously going to affect The Club. One of those exit routes is to handle east bound Wade Ave. traffic that is presently exiting by ramp toward the south, briefly joining the beltline, then ramping southwest to join west bound Hillsborough St. Is this route really necessary? There are only 2 facilities on Hillsborough St. between the I-440 beltline and Blue Ridge Rd. – The University Club and the NCSU Vet School. The east bound Wade Ave. traffic wishing to go to either of these places, or

head further west on Hillsborough St. can easily exit at Blue Ridge Rd. and head south to Hillsborough St. By eliminating this one exit route, I believe a modified design could be developed that would cut significantly back on the amount of University Club land needed for the project.  
Thanks for your consideration,

Bob O'Brien  
109 Berkshire Rd.  
Raleigh, NC, 27608

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**From:** [tony@tmtla.com](mailto:tony@tmtla.com) [mailto:tony@tmtla.com]  
**Sent:** Tuesday, August 29, 2017 1:39 PM  
**To:** Wilson, Diane <[pdwilson1@ncdot.gov](mailto:pdwilson1@ncdot.gov)>  
**Cc:** Hopkins, Joey <[jhopkins@ncdot.gov](mailto:jhopkins@ncdot.gov)>; 'Tom Rahill' <[tmrahill@gmail.com](mailto:tmrahill@gmail.com)>  
**Subject:** Walnut to Wade Improvements Comments

Ms. Diane Wilson  
NCDOT  
Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

Ms. Wilson,

We participated in the Pre-Hearing Open House August for the Improvements to I-440 Between Walnut and Wade (U-2719). We spoke with Mr. Hopkins regarding properties we currently have under contract to purchase in the northwest corner of the intersection of Jones Franklin and the 440 Beltline. The properties are listed as Wake County PIN 0783-15-8960 and 0783-15-7699.

We have had several conversations over the last year and a half, starting with Mr. Tony Houser, in an attempt to understand access to these properties with the current preliminary designs and the final design anticipated in July 2018. We understand from Mr. Hopkins that an access study has been performed, but the final determination of access will come with the final design of this design/built project.

1 We request that the final design include a right in/right out access to these two parcels on Jones Franklin Road with a secondary access to Fort Sumter Road thru the Sumter Square Apartments as depicted on the attached Exhibit. We understand that the current preliminary design has Control of Access on Jones Franklin Road.

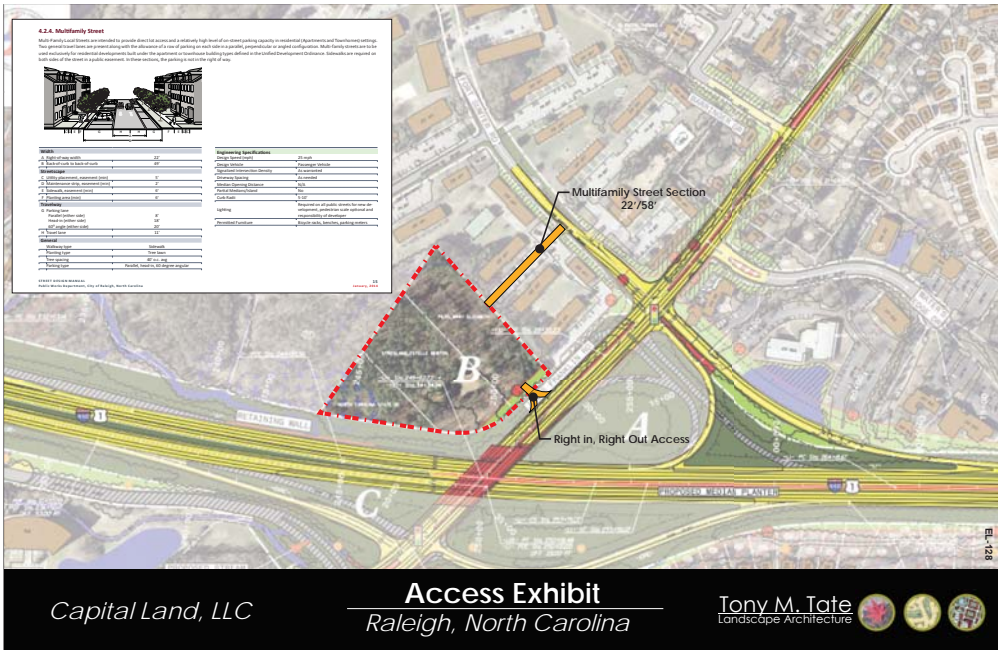
We would like to offer any information or assistance to ensure safe access to the property. We would be happy to meet with you or Mr. Hopkins again to keep the dialogue open.

Sincerely,

Tom Rahill  
[Redacted Signature]

Tony





**From:** Sharon Lorden [mailto:Sharon@dnc.org]  
**Sent:** Monday, August 28, 2017 3:55 PM  
**To:** Gurak, Jill S <jill.gurak@atkinsglobal.com>  
**Subject:** Preliminary public input on Melbourne bridge and ramps

Good afternoon Jill,  
 I understand you are a contact for the I440 beltline project and I have several questions about the process. After reading the Environmental Assessment on the NCDOT website, I understand that 84 comments were made at the 2012 open house (62% of which supported keeping the 1/2 interchange) and a petition was signed by 129 people at the 2014 open house also in support of keeping it. I have heard others (both neighbors and several DOT staff) comment that a 'vote' was taken, sealing this decision.

1 Can you or a co-worker please provide clarity around the vote – was there a separate public input process where residents were able to officially vote on the 1/2 interchange? Or is the current plan based on the two open house meetings as described in the Environmental Assessment?

Thank you for your time and helping us understand.  
 Sharon

**Sharon Lorden, CPA**  
 CFO and VP of Finance & Administration  
 113 S Wilmington Street | Raleigh, NC 27601

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**Harrington, Dorothy CIV USARMY CESAW (US)**

**From:** Sharon Lorden <Sharon@dhic.org>  
**Sent:** Monday, August 28, 2017 4:00 PM  
**To:** Alsmeyer, Eric C CIV USARMY CESAW (US)  
**Subject:** [EXTERNAL] Preliminary public input on Melbourne bridge and ramps

Good afternoon Eric,

As a contact for the I440 beltline project, I would like to ask you several questions about the process. After reading the Environmental Assessment on the NCDOT website, I understand that 84 comments were made at the 2012 open house (62% of which supported keeping the ½ interchange at Melbourne) and a petition was signed by 129 people at the 2014 open house also in support of keeping it. I have heard others (both neighbors and several DOT staff) comment that a 'vote' was taken, sealing this decision.

Can you possibly provide some clarity around the vote – was there a separate public input process where residents were able to officially vote on the ½ interchange? Or is the current plan based on the two open house meetings as described in the Environmental Assessment?

Thank you for your time and helping us understand. We have several concerns but getting educated about the process is the first step.

Sharon

Sharon Lorden, CPA

CFO and VP of Finance & Administration

113 S Wilmington Street | Raleigh, NC 27601

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<Blockedhttps://www.facebook.com/dhic.org> | Follow us on Twitter <Blockedhttps://twitter.com/DHICInc>

**From:** Sharon Lorden [mailto:Sharon@dhic.org]  
**Sent:** Thursday, August 31, 2017 11:13 AM  
**To:** Gurak, Jill S <Jill.Gurak@atkinsglobal.com>  
**Cc:** Williams, John L <jlwilliams@ncdot.gov>; Wilson, Diane <pdwilson1@ncdot.gov>; Hopkins, Joey <jhopkins@ncdot.gov>  
**Subject:** RE: Preliminary public input on Melbourne bridge and ramps

Good morning Jill & team,

Thank you for your response and your time. As some additional feedback, there are some residents who are concerned that the meetings that took place 3-5 years ago did not have the details worked out that are now being presented on the Western Blvd and Melbourne Road proposals.

1 From what we understand through reading the maps and talking with various DOT representatives, the current plans indicate:

- the ramp lanes between Western and Melbourne will still create cross-merging traffic with cars getting on and off the beltline in the same lane, basically keeping the same traffic hazard that currently causes an excessive amount of problems
- DeBoy will be closed to meet federal regulation
- Melbourne Road bridge will be widened to three lanes
- Melbourne Road itself will be widened by 16 ft. and bike lanes added about 2-300 yards down our neighborhood street and abruptly ending. I was told at the Aug. 8 meeting this was a City request.

2 However, I have been in contact with the manager of the city transportation department who commented that they are 'requesting at staff level to keep the bridge width close to what it is now (the current bridge could support bikes lanes if they were just striped)' and 'at this point in the process, DOT's responsibility is to identify the footprint of the worst case impact'. The first part of this is contradictory to what I was told by a DOT rep so we would like some clarity.

3 At the meetings several years ago, some residents were in support of keeping the ½ interchange as a matter of convenience. But some of these same home-owners have said they are no longer in support as more details about the effects of keeping the ramps are figured out.

So at this point, I and other residents in the area would like to know - when will an additional public meeting be held to clarify the effects of keeping the ramps?

And will an option be presented to show the removal of the ½ interchange and the results of what that plan would look like?

Thanks again for your time and consideration. We do appreciate the opportunity to ask questions and give feedback!  
Sharon Lorden  
5115 Melbourne Rd.  
Raleigh, NC 27606

**From:** Jordan, Valerie D  
**Sent:** Wednesday, August 30, 2017 1:57 PM  
**To:** Hopkins, Joey <jhopkins@ncdot.gov>  
**Subject:** Fwd: Beltline widening Hillsborough to Wade

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8

Sent from my iPhone

Begin forwarded message:

**Resent-From:**  
<SRS0=VxIY==investorsmanagement.com=rurquhart@securence.com>  
**From:** Richard Urquhart <rurquhart@investorsmanagement.com>  
**Date:** August 30, 2017 at 1:53:33 PM EDT  
**To:** "jlwilliams@ncdot.gov" <jlwilliams@ncdot.gov>  
**Cc:** "vdjordan@ncdot.gov" <vdjordan@ncdot.gov>  
**Subject:** Beltline widening Hillsborough to Wade

Mr. Williams,  
My family and I have been ardent supporters of growth in Raleigh and the Triangle area for more than 60 years e.g. my father and I were chairs of the Greater Raleigh Chamber of Commerce. We know that sound transportation systems are essential to attracting talent and enhancing the quality of life for our community.  
With that said, I believe the proposed alternatives for the Hillsborough St and Wade Avenue Interchange are short-sighted and the Department of Transportation should go back to the drawing board in order to minimize the impact on Meredith College. Meredith is an exceptional school as one of the few surviving women's colleges in this country. Meredith is not only surviving but is thriving. This unique success story of which all should be proud will be put in jeopardy by the Department's current proposals. At a minimum, future growth will be severely curtailed while the current learning environment is radically changed. (I would note that a significant portion of Meredith's original campus has been lost due to past transportation projects and the college is now down to what I consider a bare minimum footprint for achieving its full potential). Meredith is too valuable to our community's efforts to attract talent, improve quality of life and improve the economy to risk with present proposals. I hope you will lead an effort to reconsider and to find an alternative that will reduce land taken from Meredith, traffic noise, related lighting requirements and change in the nature of the campus. Thanks for your consideration.  
Richard

Richard Urquhart  
Investors Management Corporation



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**From:** "Meredith College" <alumnae@meredith.edu>

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

**Date:** August 30, 2017 at 10:12:42 AM EDT

**Subject:** Betty Webb's Perspective on I-440 Expansion Proposals  
**Reply-To:** allenme@meredith.edu



Trouble viewing this email? [Click here.](#)

Dear Meredith Alumnae:

As Meredith College continues its effort to oppose current I-440 expansion plans by the N.C. Department of Transportation (NCDOT), we have heard from many alumnae and friends of the College. President Allen and the Meredith College Trustees appreciate these messages of concern.

Professor Emerita Betty Webb, '67, shared her perspective on this issue through an opinion essay for *The News & Observer*. We thought that alumnae would be interested in her words.

The wisest strategy for arguing persuasively, I taught my composition students for years, is to sideline emotion and proceed rationally. I must confess that I am not finding this approach easy in light of the shocking DOT proposal that

Raleigh solve one of its traffic problems by condemning 17 acres of Meredith College property. It goes without saying that doing so will transform forever the historic campus, one of the few remaining green havens inside the belt way.

While all agree that we need to do something about the traffic in Raleigh in general and the intersection of Wade Avenue and the beltway in particular, I am confident that most are as appalled as I am (or would be if they were aware of it) by the proposal to do so largely at the expense of Meredith. Really.

Yesterday, when my husband, John Rose, and I were returning from a holiday in the Cotswolds, I was sadly overwhelmed by the dramatic contrast in cultural values between England and the USA. We were caught for 15 or 20 minutes in a traffic snarl that resulted in a serious backup on a routinely busy two lane road.

When we finally made our way through the roundabout, we were rewarded by mile after mile of glorious green country side of the sort that has inspired poets, dazzled American visitors, and rewarded the English for stubbornly valuing their national and natural heritage more than they do 4-lane (much less 6-lane) highways (or flyovers!!!).

Stone houses, grand and not-so grand, some hundreds of years old and all protected by law, connect the present with the past and will continue to do so long into the future. Meandering hedgerows and ancient trees, also protected, nourish a rich eco system that will be there for our grandchildren's grandchildren. Most English would regard a 20-minute delay as a small price to pay for glorious countryside vistas that belong to everyone who drives past.

Over twenty five years of living in the USA has not acclimated my husband to the American practice of mowing down anything in our way, sacrificing our historical and natural heritage in favor of parking lots, highways, and bigger and hopefully better houses. When such a policy has run its course, there will be virtually no space left, and the environmental damage done to what space there is, irreparable.

Rather than proceeding with their current plan, which will subject students to noxious fumes from cars speeding past on tiered highways that no landscaping will be able to obscure, I would humbly (not very) suggest that DOT return to the drawing board. I am confident that they can come up with a better solution--one that will not eviscerate the campus of a college that has served Raleigh exceedingly well for over 125 years, 91 of them on this very site.

I will not insult our alums by rehearsing their contributions to Raleigh, to NC, to the USA, and to the wider world. Their achievements are well known by most N&O readers and do not require rehearsal. At Meredith they studied hard, made lifelong friends, and enjoyed fun and funny traditions. One of those, the annual search for the crook, took them to every corner of their beloved campus--where they were more likely to find a biology student checking on a field experiment in carefully developed micro environments than they were to find the elusive crook.

They are appalled by the proposal to take away 17 acres of the place where they grew into the fine women they are today, whether they came at 18 or 40. Like the English, they want it there for those who come after them.

This is, however, not just about the Meredith students and graduates. Our campus serves its wider community in so many ways, providing enriching learning opportunities for young and old as well as convenient and welcoming venues that are enjoyed by many in Raleigh and beyond. Hundreds of visitors come on to our campus weekly.

In England such an egregious incursion would be not only unthinkable but impossible. Now that DOT has thought the unthinkable, Meredith and its friends in the community need to make sure that it is impossible.

If Meredith is to continue to Go Strong, it needs the Strong support of all its Friends and now.

The NCDOT will continue to take public comment on their I-440 expansion through Friday, September 8, 2017.

Here are three easy ways to comment:

1. Submit a comment through the NCDOT's public input portal <https://ncdot.publicinput.com/1851> (Be sure to scroll down to the "Hillsborough Street and Wade Avenue Interchange area")
2. Email the project manager: John L. Williams at [jwilliams@ncdot.gov](mailto:jwilliams@ncdot.gov)
3. Write to: Diane Wilson, NCDOT - Environmental Analysis Unit, 1598 Mail Service Center, Raleigh, NC 27699-1598

Thank you for your continued support of Meredith College.

 [Help us stay Beyond Strong](#)  
Meredith College 3 00 Hillsborough Street, Raleigh, NC 27607 52  
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From: Holly Narron  
To: [Williams, John L](#)  
Subject: Meredith Campus  
Date: Wednesday, August 30, 2017 2:52:50 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I am writing in regards to the expansion of 440, which would invade the Meredith College Campus. Meredith was and still is my 2nd home. By making this change, you are severely impacting the possibilities for future growth of the campus. You will also be influencing future enrollment of students, as honestly, I may have not given Meredith College a fair chance if it hadn't been for the initial attraction of such a beautiful campus amidst so much industrial development in other areas of Raleigh. Please come up with a better solution. If I was a project manager, I would brainstorm some solutions for you, but unfortunately, its not my area of expertise...it is yours. So please hear us and develop a better solution.

Thank you,  
Holly Narron

From: Fayette Jones  
To: [Williams, John L](#)  
Subject: PROPOSED I-440 EXPANSION  
Date: Wednesday, August 30, 2017 2:42:44 PM

Dear Mr. Williams:

1 As a 1973 graduate of Meredith College who lives in Plano, Texas, I hesitated to express my concern over the proposed I-440 expansion which will amputate a sizeable section of the Meredith College campus for fear that comments from someone living in another state would not be seriously considered. That said, I feel compelled to comment regardless of how it is viewed.

Meredith College has long served as a mecca of education for women students throughout the United States and around the world. The peace and tranquility of the campus nestled in the concrete ribbons and progressive growth of Raleigh has offered many students an educational experience which rivals the likes of Amherst College in New England. Meredith is in a word...unique. In a world today which damns traditions, separates and divides people, puts emphasis on immediate gratification, lacks respect or values, I am not surprised that this plan has been brought forth by those who lack the appreciation for the college, it's history, and its unique presence in the history of Raleigh and the education of women. To eat away at the campus, to expose the students and faculty to the poor air quality and toxins of exhaust and to deny the inherent beauty of the land is the result of planning...planning guided by money. Sometimes in life it is better to re-examine motives, apply creative thinking, and accept that indeed there are some things which should be more valued in life than concrete convenience. I live north of Dallas, Texas. I get up at 3:30 a.m. every morning to avoid traffic gridlock on the North Dallas Tollway to get to work in downtown Dallas. Roadwork is ongoing and there will never be enough highways in the Dallas-Fort Worth area to alleviate the traffic. There will never be enough highway access for Raleigh/Durham/Chapel Hill. Please be creative, think outside the box, and leave Meredith's land alone.

Fayette J. Jones  
Class of '73  
4525 Tuxford Court  
Plano, Texas 75093

From: Beth Nance  
To: [Williams, John L](#)  
Subject: Fwd: NCDOT about the proposals to widen the I-440 beltline in a way that would significantly impact the western side of the Meredith campus.  
Date: Wednesday, August 30, 2017 2:26:46 PM

Subject: NCDOT about the proposals to widen the I-440 beltline in a way that would significantly impact the western side of the Meredith campus.

Dear Mr. Williams,

I would like to submit comments to you about the proposals to widen the I-440 beltline in a way that would significantly impact the western side of the Meredith campus. I'd like to urge the NCDOT to go back to the drawing board and find a solution with less impact on our campus.

Please consider the following before making a final decision that will impact the Meredith College Campus:

- Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.
- The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.
- Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.
- NCDOT's three plans also harm other area organizations to an unacceptable degree.

Kindest regards,

Beth Morris Nance

Class of 1995

From: Betsy Dupree  
To: [Williams, John L](#)  
Subject: Saving Meredith and University Club  
Date: Wednesday, August 30, 2017 1:52:03 PM

As a 1962 Graduate of Meredith and native of Raleigh (born here), I have seen enormous changes. Many have been to better our city. Widening 440 and taking so much land from Meredith and the U Club will destroy so much about both.

1 Why don't you create a bypass of the Beltline on Blue Ridge Road from Wade Ave Extension? Most of the land along Blue Ridge is owned by NC anyway which should save money and preserve the integrity of 2 Raleigh Landmarks.

Betsy Dupree  
1920 Ridge Road  
Raleigh, NC 27607

EL-136

From: Meredith Shaw  
To: [Williams, John L](#)  
Subject: I-440 Expansion Proposals - Meredith College  
Date: Wednesday, August 30, 2017 1:00:50 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7

John,

Please reconsider taking 17 acres away from Meredith College with the beltline expansion project. Meredith's campus is small enough, I can't even image what it will look like if this plan goes through. This expansion plan is so detrimental to Meredith College. It hurts me to even think that the DOT doesn't care. I understand the needs of many outweigh the needs of few, but surely there is something else that can be done? We all might as well kiss MC goodbye if this plan moves forward. No one will want to attend a college with a miniature campus overridden by highways and bridges (not to mention the noise and fumes that will negatively impact student life). I can tell you right now, I would probably not have chosen Meredith if that were the case. And what a terrible decision that is!

For the sake of former, current, and future Meredith College women, please think of another plan that has a lesser impact on the wonderful college.

Respectfully,  
Meredith Shaw

--  
**Meredith Shaw**  




EL-137

From: Anne Sams  
To: [Williams, John L](#)  
Cc: "[Claire Ruocchio](#)"; [jallen@meredith.edu](mailto:jallen@meredith.edu)  
Subject: Meredith College and the pending plans for 440  
Date: Wednesday, August 30, 2017 12:47:35 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,

Meredith College has been educating strong, confident women for over 125 years. Today Meredith is one of the largest independent women's colleges in the United States, graduating nearly 500 students each year who come from across the country and around the world. It is important to note, that there are *less than 40 women's colleges* left in the United States today. Meredith College is a very well regarded and highly ranked institution, of which, North Carolina should be very proud.

The beautiful, pastoral campus of 225 acres is an important and critical component in the College's success in attracting outstanding students and competing with other institutions. The College is landlocked and any reduction of acreage will have a very definite negative impact on current operations and any future plans for growth. Obviously, taking 17 acres from the campus is an enormous sacrifice, one from which the school will never recover.

It stands to reason, that there must be an alternative plan that will spare this historic North Carolina treasure from being compromised in a way that will have irrevocable and permanent damages to its future. I respectfully ask the North Carolina DOT take a very disciplined and measured approach to ensure that changes and modifications are found to preserve the integrity of this outstanding and unique North Carolina landmark.

Thank you for your consideration,


Anne Fonville Sams

Meredith College Alumna  
Class of 1977

EL-138

From: Cathy James  
To: [Williams, John L](#)  
Subject: Meredith alum  
Date: Wednesday, August 30, 2017 12:44:59 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #6

I am a Meredith alum. I am very concerned about the amount of land from Meredith and the NC State Faculty Club to potentially be used to improve the Beltline/Wade Ave. Exchange. Please go back to the drawing board and come up with a better solution.  
Cathy James  


From: Genevieve Parker Hill  
 To: [Williams, John L.](#)  
 Subject: opposition of the current I-440 expansion plans  
 Date: Wednesday, August 30, 2017 12:25:46 PM

SEE HILLSBOROUGH-WADE  
 COMMON COMMENT #6

Dear Mr. Williams,

I'm writing to add my voice to the opposition of the current I-440 expansion plans by the NCDOT. As a Meredith Alum, one of my fondest memories of my time there was enjoying the green space Meredith provided (and still provides when I visit) in contrast to the surrounding very dense, concrete city area.

I agree with what my former professor, Dr. Betty Webb, said in her N&O Opinion piece (see below).

Also, green space is a very important part of the health and education of Meredith students. If it is diminished, the quality of their experience and education will suffer, bringing down the entire area.

Please make a new plan that doesn't involve sacrificing our students --- they are the future, and our greatest hope for a better tomorrow.

Warmly,

**Genevieve Parker Hill**  
 Meredith Alum 2007

[Amazon Best Selling Author](#),  
 Founder of the [Minimalist Living](#) and  
[Wealthy Creative](#) Communities

Betty Webb's Piece:

"The wisest strategy for arguing persuasively, I taught my composition students for years, is to sideline emotion and proceed rationally. I must confess that I am not finding this approach easy in light of the shocking DOT proposal that Raleigh solve one of its traffic problems by condemning 17 acres of Meredith College property. It goes without saying that doing so will transform forever the historic campus, one of the few remaining green havens inside the belt way.

While all agree that we need to do something about the traffic in Raleigh in general and the intersection of Wade Avenue and the beltway in particular, I am confident that most are as appalled as I am (or would be if they were aware of it) by the proposal to do so largely at the expense of Meredith. Really.

Yesterday, when my husband, John Rose, and I were returning from a holiday in

the Cotswolds, I was sadly overwhelmed by the dramatic contrast in cultural values between England and the USA. We were caught for 15 or 20 minutes in a traffic snarl that resulted in a serious backup on a routinely busy two lane road.

When we finally made our way through the roundabout, we were rewarded by mile after mile of glorious green country side of the sort that has inspired poets, dazzled American visitors, and rewarded the English for stubbornly valuing their national and natural heritage more than they do 4-lane (much less 6-lane) highways (or flyovers!!!).

Stone houses, grand and not-so grand, some hundreds of years old and all protected by law, connect the present with the past and will continue to do so long into the future. Meandering hedgerows and ancient trees, also protected, nourish a rich eco system that will be there for our grandchildren's grandchildren. Most English would regard a 20-minute delay as a small price to pay for glorious countryside vistas that belong to everyone who drives past.

Over twenty five years of living in the USA has not acclimated my husband to the American practice of mowing down anything in our way, sacrificing our historical and natural heritage in favor of parking lots, highways, and bigger and hopefully better houses. When such a policy has run its course, there will be virtually no space left, and the environmental damage done to what space there is, irreparable.

Rather than proceeding with their current plan, which will subject students to noxious fumes from cars speeding past on tiered highways that no landscaping will be able to obscure, I would humbly (not very) suggest that DOT return to the drawing board. I am confident that they can come up with a better solution--one that will not eviscerate the campus of a college that has served Raleigh exceedingly well for over 125 years, 91 of them on this very site.

I will not insult our alums by rehearsing their contributions to Raleigh, to NC, to the USA, and to the wider world. Their achievements are well known by most N&O readers and do not require rehearsal. At Meredith they studied hard, made lifelong friends, and enjoyed fun and funny traditions. One of those, the annual search for the crook, took them to every corner of their beloved campus--where they were more likely to find a biology student checking on a field experiment in carefully developed micro environments than they were to find the elusive crook.

They are appalled by the proposal to take away 17 acres of the place where they grew into the fine women they are today, whether they came at 18 or 40. Like the English, they want it there for those who come after them.

EL-139

This is, however, not just about the Meredith students and graduates. Our campus serves its wider community in so many ways, providing enriching learning opportunities for young and old as well as convenient and welcoming venues that are enjoyed by many in Raleigh and beyond. Hundreds of visitors come on to our campus weekly.

In England such an egregious incursion would be not only unthinkable but impossible. Now that DOT has thought the unthinkable, Meredith and its friends in the community need to make sure that it is impossible.

If Meredith is to continue to Go Strong, it needs the Strong support of all its Friends and now. "

EL-140

From: Bayard, Lisa  
To: [Williams, John L](#)  
Subject: Meredith college bellline project  
Date: Wednesday, August 30, 2017 12:15:57 PM  
Importance: High

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Good afternoon Mr. Williams.

I am a Meredith graduate from the class of '78. I would like to be one of the many that propose VDOT look at other possibilities for this highway project. Meredith is one of only 36 women's colleges left in the whole United States. It is very important for us to protect our legacy and conserve our resources. Raleigh, as well as the state of North Carolina should be immensely proud of this and do everything possible to preserve the campus for future generations.

Sincerely,  
Lisa Bayard

Retail Manager  
University of Richmond

[Redacted]

"Go the extra mile and the road is seldom crowded"-Anonymous

EL-141

From: Lara Dick  
To: [Williams, John L](#)  
Subject: Hillsborough St and Wade Ave Interchange  
Date: Wednesday, August 30, 2017 12:12:48 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. Williams,

I am writing as a concerned Meredith College Alum. As you know the current DOT proposal would strip away over 15 acres of Meredith's campus which will not only be detrimental to the campus but also to Meredith's outreach to the community. I am currently a professor at Bucknell University, another small liberal arts school with a beautiful campus, a campus that shines for the local area. Please reconsider the proposal and look for a way to allow Meredith to be what it is. Future generations will thank you.

Sincerely,

Lara K. Dick, Ph.D.  
Assistant Professor of Mathematics  
Olin 364  
Bucknell University

[Redacted]

EL-142

From: lindaswall@gmail.com  
To: [Williams, John L](#)  
Subject: Meredith  
Date: Wednesday, August 30, 2017 12:06:05 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please reconsider plans to place new highway on Meredith College property. Would ruin this beautiful campus.

Thanks.

Linda Wall...class of 1959

Sent from my iPhone



EL-143

From: Katherine Brooks  
To: [Williams, John L](#)  
Subject: Proposed I440 Expansion near Meredith College  
Date: Wednesday, August 30, 2017 11:29:15 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Hello Mr. Williams,

I understand that you are the project manager of the proposed expansion of I 440 (Hillsborough Street and Wade Ave interchange) near Meredith College. I am sure you are aware, this proposal will eliminate approximately 17 acres of green space on the Meredith College campus.

Let me introduce myself. My name is Katherine Brooks and am a graduate of Meredith College (Class of 1977). I lived in Raleigh for almost 15 years before moving to Shelby, NC to be closer to family. However, the City of Raleigh has my heart. Meredith College is a special place to me and my mother. She is also a graduate and was part of the Class of 1967. We both spent four wonderful years on this campus enjoying the green space and fresh outdoor air.

I am writing to ask you and your colleagues to go back to the drawing board and not let this proposed expansion move forward. Meredith College is one of the only remaining women's colleges in the Southeast. Our traditions and track record of educating phenomenal young women that are assets to their communities stands alone. Eliminating part of this beautiful campus would hinder the living environment of current students. Additionally, this expansion of I 440 proposal would ultimately effect enrollment decisions of future students and negatively impact the growth of a college that has been around for over 126 years. Lastly, visitors to Raleigh would much rather see a beautiful green space around this area. There has to be another solution or alternative.

These reasons may not strike a chord with you. But, for the thousands of Meredith College graduates, it does. My daughter, her future daughters, and other generations of young women in the area and beyond North Carolina will care. Those women are part of our future.

Thank you for your consideration.

Best Regards,

Katherine T. Brooks  


EL-144

From: Carol Bell  
To: [Williams, John L](#)  
Subject: Meredith College encroachment  
Date: Wednesday, August 30, 2017 11:20:48 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Sir: Can you hear us Meredith alums from way down here in South Carolina--NO, NO, NO!!!! Do not mess with our beloved campus, and do not try to make us believe that this is the only way to improve traffic flow to 440. It is not the only way. Now get busy and figure it out, price tag be damned, because the true price of destroying 17 acres and, in doing so, destroying much, much more than just 17 acres of hallowed ground, never to be reclaimed again---the cost of taking that away from the entire Raleigh community, is not to be calculated, not, sir, to be redeemed, ever.

Respectfully and hopefully,

Carol Ann Griffin Bell  
Class of '67  
8 Fredricksburg Dr  
Greenville, SC 29615

Sent from my iPad

From: Mary Starke  
 To: [Williams, John L.](#)  
 Subject: Please go back to the drawing board regarding the Beltline project.  
 Date: Wednesday, August 30, 2017 10:58:28 AM

SEE HILLSBOROUGH-WADE  
 COMMON COMMENT #6

The wisest strategy for arguing persuasively, I taught my composition students for years, is to sideline emotion and proceed rationally. I must confess that I am not finding this approach easy in light of the shocking DOT proposal that Raleigh solve one of its traffic problems by condemning 17 acres of Meredith College property. It goes without saying that doing so will transform forever the historic campus, one of the few remaining green havens inside the belt way.

While all agree that we need to do something about the traffic in Raleigh in general and the intersection of Wade Avenue and the beltway in particular, I am confident that most are as appalled as I am (or would be if they were aware of it) by the proposal to do so largely at the expense of Meredith. Really.

Yesterday, when my husband, John Rose, and I were returning from a holiday in the Cotswolds, I was sadly overwhelmed by the dramatic contrast in cultural values between England and the USA. We were caught for 15 or 20 minutes in a traffic snarl that resulted in a serious backup on a routinely busy two lane road.

When we finally made our way through the roundabout, we were rewarded by mile after mile of glorious green country side of the sort that has inspired poets, dazzled American visitors, and rewarded the English for stubbornly valuing their national and natural heritage more than they do 4-lane (much less 6-lane) highways (or flyovers!!!).

Stone houses, grand and not-so grand, some hundreds of years old and all protected by law, connect the present with the past and will continue to do so long into the future. Meandering hedgerows and ancient trees, also protected, nourish a rich eco system that will be there for our grandchildren's grandchildren. Most English would regard a 20-minute delay as a small price to pay for glorious countryside vistas that belong to everyone who drives past.

Over twenty five years of living in the USA has not acclimated my husband to the American practice of mowing down anything in our way, sacrificing our historical and natural heritage in favor of parking lots, highways, and bigger and hopefully better houses. When such a policy has run its course, there will be virtually no space left, and the environmental damage done to what space there is, irreparable.

Rather than proceeding with their current plan, which will subject students to noxious fumes from cars speeding past on tiered highways that no landscaping will be able to obscure, I would humbly (not very) suggest that DOT return to the drawing board. I am confident that they can come up with a better solution--one that will not eviscerate the campus of a college that has served Raleigh exceedingly well for over 125 years, 91 of them on this very site.

I will not insult our alums by rehearsing their contributions to Raleigh, to NC, to the USA, and to the wider world. Their achievements are well known by most N&O readers and do not require rehearsal. At Meredith they studied hard, made lifelong friends, and enjoyed fun and funny traditions. One of those, the annual search for the crook, took them to every corner of their beloved campus--where they were more likely to find a biology student checking on a field experiment in carefully developed micro environments than they were to find the elusive crook.

They are appalled by the proposal to take away 17 acres of the place where they grew into the fine women they are today, whether they came at 18 or 40. Like the English, they want it there for those who come after them.

This is, however, not just about the Meredith students and graduates. Our campus serves its wider community in so many ways, providing enriching learning opportunities for young and old as well as convenient and welcoming venues that are enjoyed by many in Raleigh and beyond. Hundreds of visitors come on to our campus weekly.

In England such an egregious incursion would be not only unthinkable but impossible. Now that DOT has thought the unthinkable, Meredith and its friends in the community need to make sure that it is impossible.

If Meredith is to continue to Go Strong, it needs the Strong support of all its Friends and now.

This Article was in the N&O and I compeley agree!

Mary Starke  


EL-146

From: Carol Wagoner  
To: [Williams, John L](#)  
Subject: Wade Ave and Hillsborough St Interchange | Save Meredith  
Date: Wednesday, August 30, 2017 10:54:14 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Save the Meredith Campus! Please revisit the plan to eviscerate several acres of Meredith's beautiful and historic campus and find another solution.

Carol S. Wagoner  
Area SVP, Sales & Marketing  
Hill, Chesson & Woody, a division of Gallagher Benefit Services  
[REDACTED]

Meredith College '91

EL-147

From: mherring357@aol.com  
To: [Williams, John L](#)  
Subject: FOR the 440 expansion  
Date: Wednesday, August 30, 2017 10:48:15 AM

Dear Mr. Williams,

1 I am a graduate of Meredith College, Class of '80 and I am FOR the 440 expansion. It is much needed.

Sincerely,  
Margaret Herring, Class of '80

EL-148

From: Kelly Cash  
To: [Williams, John L](#)  
Subject: I440 proposal  
Date: Wednesday, August 30, 2017 10:36:54 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Hello,

Please go back to the drawing board on the proposed I440 expansion. If 3 plans will disrupt the Meredith College campus. As an alum I do not want the college to be disrupted during this expansion. Thank you

Kelly Cash  
2006 Meredith College Alumnae

EL-149

From: Joyce Miller  
To: [Williams, John L](#)  
Subject: I-440  
Date: Wednesday, August 30, 2017 3:39:31 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #6, 10

Mr. Williams,

I am a proud graduate of Meredith College (1963) and am writing to you to ask the NC Dept. of Transportation to go back to the drawing board to evaluate the impact of your plans on our campus and its future development. Meredith is one of the leading women's colleges in the Southeast and we need space to grow in order to become one of the best colleges in the U.S. Meredith is definitely one of the positive drawing cards that attracts women and families to the Triangle area.

Meredith is one of Raleigh's most valuable and historical gems and as you probably know was previously land-locked in downtown Raleigh. Its current property was purchased with plans to become a larger women's educational institution. Our campus is now bound by the Beltway and if your plans for I-440 are implemented, Meredith will be limited to a smaller area for future development and our school will have little chance of becoming a much brighter star in the education of future students and a drawing card for new faculty.

Please reconsider your decisions and rework your plans so that Meredith does not lose any of its valuable campus.

Thank you,

Joyce Tripp Miller  
Meredith Class of 1963

EL-150

From: Michael Washburn  
To: [Wilson, Diane](#)  
Subject: I 440 Widening/University Club  
Date: Thursday, August 31, 2017 11:48:32 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #10

Hello, Ms. Wilson:

By now it has certainly become evident to DOT that the project in its current form could well lead to the destruction and closure of the N.C. State University Club.

This eventuality would be a shame and a deep loss to the community.

Please eliminate the Hillsborough Street interchange and push the entire project away from the Club.

Thanks,  
MWW

I am writing to ask DOT to reconsider taking so much property from both Meredith College and NC State University Club ... I am an alumnus of one and member of the other.

I read with interest the letter in N&O's The People's Forum from James E. Crisp in which he suggests closing the Hillsborough Exit. I travel that street often and there are usually few vehicles. Even entering and exiting via the Beltline (I-440), there are few cars. This seems like a good solution to me.

Hopefully, the proposed plan is not already set in stone' and you will listen to us, the public.

At this time, I would also like to express my opinion that a problem on the Beltline that should have been better marked a long time ago is the exit onto Wade Avenue just after Lake Boone Trail ... you are required to merge left so there are two exit lanes. This has never been properly addressed ... lots of accidents over the years!

Mary Louise Tyndall

*Mary Louise Tyndall*

503 Vick Avenue Raleigh, NC 27612

THE PEOPLE'S FORUM

REPAIR FOR FLOODS

Reading about the kindness of strangers rebuilding Prineville in "Muslim and Methodist volunteers join in hurricane recovery effort" (Aug. 8) gave me hope, then pause, as I thought about how we're rebuilding in flood zones statewide. At the beach and even in cities like Raleigh, homes in flood zones are required to be built on high foundations. It amazes me that an hours and money are being spent to rebuild in Prineville and Lumberton flood zones without preparing for the future. When these houses are empty and gutted, it should be easier to do and money spent to have a housing system at hand and from one house to the next and raise them up, repairing first floor breakaway walls to withstand od debris. More often, we are seeing rain bombs cause instant flooding. As well as raising buildings, elevating city flooding widening and/or deepening waterways in certain flood-prone areas must be considered, like Crab-

YOUR OPINION

**Sending a letter:** We welcome letters from readers. Letters must include the writer's name, address and daytime phone number. The length limit is 200 words.

**Have a Point of View:** For op-ed articles, the length limit is 750 words. Authors of selected articles will be notified. We can't acknowledge unused letters or op-ed submissions. By submitting your letter or opinion, you grant The News & Observer a royalty-free license to publish and republish your submission in print and online.

Email letters or op-ed submissions to: [forum@newsobserver.com](mailto:forum@newsobserver.com). Mailing address: The People's Forum, P.O. Box 191, Raleigh, NC 27602. [newsobserver.com/opinion](http://newsobserver.com/opinion)

tree Creek, where flooding is always a potential. Levees and berms are not always perfect, but some places could benefit by raising river and creek banks a few feet.

*- Jarles Alberg  
Raleigh*

DON'T CLOSE CLUB

I appreciated "NC State University Club members: Beltline widening could force us to close" (Aug. 9) and "Meredith president opposes taking campus land to widen Beltline" (Aug. 7). The widening of I-440 (Beltline) between Walnut Street and Wade Avenue is necessary. The

massive taking of land between Wade and Hillsborough Street is not. The highway engineers explained to us the taking is necessary because Wade Avenue and Hillsborough Street are too close to allow mixing of entering and exiting traffic between these roads. Therefore, they say, the destruction inflicted on Meredith College and the NCSU Club is inevitable.

No, it is not. The best solution is to remove the entry and exit ramps to and from I-440 at Hillsborough Street. This street is no longer a major carrier of traffic. Cars coming

eastward from Highway 54 can easily divert to Western Boulevard. East of the Beltline, Hillsborough is no longer a major carrier of traffic; recent changes to Hillsborough near NCSU make this obvious. Let the heavy through traffic use Wade or Western. By doing so, protect Meredith and save the club, one of West Raleigh's most important institutions.

*- James E. Crisp  
Professor Emeritus  
of History, NCSU*

STOP 'SHENANIGANS'

Regarding "Legislators OK rules to redraw voting maps" (Aug. 11): members of the GOP in the N.C. General Assembly want rules that will protect incumbents. Isn't that what they already have?

Every time I read about shenanigans by the GOP members at the General Assembly, it seems to me what is needed are stern, mature school teachers who know the difference between right and wrong in charge on Jones Street.

*- Bob Edmundson  
Raleigh*

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #9

109 Britt Street  
Smithfield, NC 27577

Dear Ms. Wilson:

This letter is being written to voice our objections to the widening of the I-440 beltline that will significantly impact the western side of the Meredith campus. The Meredith Board of Trustees made financial plans and secured this land in 1968 for the purpose of a long term vision relating to expanding the campus for potential curricula expansion - not for the forfeiting of this property for road widening! As North Carolina grows in population, the Meredith population has grown. This track of land is needed for future housing (one such structure is located on this property currently), classrooms, parking and the list is on going.

Meredith College planned for future growth fifty-seven years ago and it is acting on the plan as needed. Meredith College cannot be held hostage and/or penalized because the state of North Carolina did not. If the NC DOT continues with this plan, the following will be affected:

- almost 20 percent of Meredith's campus will have been lost
- the widening project will significantly impact Meredith's ability to expand buildings and other learning spaces
- under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, will permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district
- NC DOT's three plans also harm other area organizations to an unacceptable degree

If the NC DOT still intends to follow through with this plan(s), then we strongly encourage the Meredith College Board of Trustees, President Allen, the Alumni and the student body to take legal action in order to protect Meredith College. We are not people who readily write/state such opinions, but it shows how emotional this is to us! Please reconsider this proposal for both Meredith College and for North Carolina State University.

Most sincerely,  
Mark and Ruth High

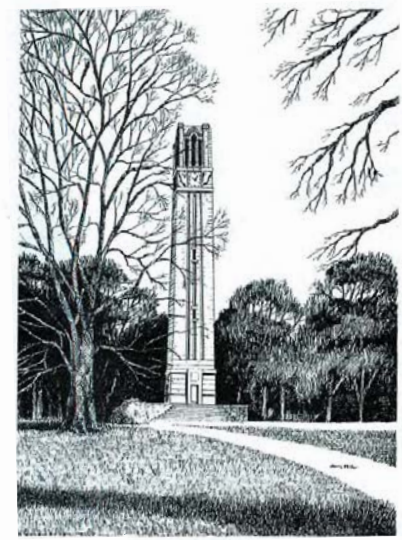
cc: President Jo Allen

for family events in our lives. It is full of wonderful community spaces to make it multi-purpose. Also, Meredith College is a unique campus to be in Raleigh and in a secure setting. That was an important part of

concerned about... involving Meredith College + the NCSU club land. Both of these mean a great deal to us as Meredith College + NCSU alums. We are raising a family that uses the NCSU club for many reasons -

my decision to attend school here. There is a sense of safety + an environment of peaceful community. I am concerned about the noise, accessibility and issues with campus growth under the current plan. Thank you for your consideration.  
Meredith Swidelo

PEN AND INK DRAWINGS BY JERRY MILLER  
P.O. BOX 19021 - RALEIGH, N. C. 27605



The Bell Tower at North Carolina State University



PEN AND INK DRAWINGS BY JERRY MILLER  
© N. C. HISTORICAL PRINTS - P. O. BOX 19921 - RALEIGH, N. C. 27695

Dear DOT, I am 11 years old and  
I am worried about the proposal around  
the NCSU club. I have learned to  
swim here and it is my pool. We love  
to do the family campout which is  
soooooo much fun for me. Also  
we have had a lot of important things  
there like baptisms.

from,  
Noah.

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

EL-155

Dear DOT I am only 8 years old.  
I am very concerned about the proposal  
around the NCSU club.  
I love and love swimming,  
camping and having family  
meals after church. Sincerely,  
Noah



SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

EL-155

EL-156

From: Betty Godwin  
To: [Williams, John L](#)  
Subject: Proposed I-440 expansion  
Date: Friday, September 01, 2017 1:20:30 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please return to the drawing board for a solution to the traffic problems at the beltway/Wade Ave. intersection. I am a Meredith College graduate and think the present proposal unfairly impacts Meredith College.

It will be smart and only fair to further evaluate solutions to this problem.

Thank you.

Betty (Elizabeth S.) Godwin  
Greensboro, NC

EL-157

From: Tonya Cope  
To: [Williams, John L](#)  
Subject: Hillsborough Street & Wade Avenue Interchange  
Date: Friday, September 01, 2017 10:46:33 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #8

For the past twenty some years, I have known the Meredith College campus. I first drove through in August of 1995 as a high school sophomore who was helping her older cousin move to Raleigh to attend NC State. I knew that campus was way too spread out, way too over-developed, and way too populated for me. As soon as we drove through the gate, I felt it. That overwhelming sense of home. This place was it.

Two years later, it became home when I arrived on campus in August of 1997 for my freshman year. It was everything I thought it would be. I spent four years there learning about the English language, about literature, about life, and about how Meredith Angels (we weren't avenging then, but we definitely are now) would always ban together and fight for what we believe is right. I'm quite certain that this email is just one in a couple of thousand that proves this is still the case.

And while the campus has changed some (added both residential and educational buildings, improved the facade of others, renovated the front fountain, etc.), when I drove in the back gate two weekends ago to greet some of the newest best and brightest higher education students in the country and welcome them to campus, that feeling overcame me again. Home. I knew exactly which window on the fourth floor of Barefoot was mine without even counting. It is ingrained.

Over the past several years, I have once again become active in the Meredith community. I've attended reunions, enjoyed class dinners, and was elected one of two class gift agents. I have helped raise funds for two fiscal years to keep our campus beautiful, to make needed improvements so it continues to be a beneficial environment for learning and growing.

I am highly unsatisfied with the plans that the NC DOT have made that will ruin this campus.

It will eliminate parking space for commuters, and the number of those is quite large especially among our graduate students.

It will destroy the availability of land for further expansion which goes against the goals of current and former leaders who made sure the land was there and who have developed long term plans to improve my home.

It will not only take away from the beauty that is my home, but it will add noxious fumes and harsh lights that will negatively impact those students who live there, but also the flora, fauna, and animals as well.

I understand there is an issue with the traffic in the area. I know something has to be done. But taking away anywhere from 12 to 17 acres of our campus is NOT the solution. Please head back to the drawing board and figure out a solution that will work without disfiguring my home and devastating the entire Meredith community.

Sincerely,

Tonya J. Cope  
Meredith College c/o 2001

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

----- Original message -----  
From: Ted Blaylock <gobreeze@aol.com>  
Date: 9/1/17 9:23 PM (GMT-05:00)  
To: "Wilson, Diane" <pdwilson1@ncdot.gov>  
Subject: NCSU CLUB

I am a member of the NCSU University Club. What is trying to be done is horrible. Use some of the funds being spent on liberal cover-up to find alternate routes. We the people are tired of being hammered for bad decisions by individuals who do not listen to the people. Ted Blaylock

Sent from my iPhone

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

David Aldridge  
5108 Melbourne Rd  
Raleigh, NC 27606

To Whom It May Concern,  
I reside at 5108 Melbourne Rd In Raleigh. I have lived at this address since 1972. I currently reside in this home with my wife and son. I do agree that we need the I-440 expansion and with that would include a new bridge, however we need to strongly consider the possible negative impact that would occur with moving the location of the current bridge and widening Melbourne Rd for the short distance just to say we have a bike lane. There are numerous residents that have lived in these homes for many years. I think the best outcome for the I-440 expansion is to replace the bridge where it is at, keep the existing ramps and leave Melbourne Road in the current state that it is in. As an avid cyclist, I would think that it would be risky to put bike lanes on Melbourne Rd for the short distance unless they go the entire length of the road. I have also been a police officer for 24 years and have been a major accident investigator for quite some time and have investigated many bicycle vs automobile accidents. I think ending a bicycle lane abruptly in the middle of a road instead of continuing it for the full length is dangerous. In the many years that I have lived here we rarely see cyclist on Melbourne Rd. Hopefully it will be considered to take as few homes as possible in this matter and impact the neighborhood as little as possible.

Sincerely,  
David Aldridge

**ISABEL WORTHY MATTOX**  
Attorney at Law

Telephone (919) 828-7171

[isabel@mattoxfirm.com](mailto:isabel@mattoxfirm.com)

August 29, 2017

North Carolina DOTS TIP U-2719  
I-440 Improvements Project  
1548 Mail Service Center  
Raleigh, North Carolina 27699-1548

Re: I-440 Beltline Widening from Jones Franklin  
Road to Wade Avenue, Raleigh, North Carolina

Ladies and Gentlemen:

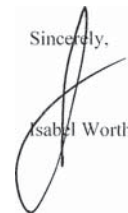
In response to your request for public comment on the above referenced project, please accept the following comments from Worthy Partners, L.L.C, the family LLC which owns that parcel of land located at 800 Jones Franklin Road (Wake County PIN 0783-14-7726).

1 Currently, our .84 acre parcel is an excellent location for a retail outparcel which we plan to develop or sell for a convenience store with fuel sales, bank branch, fast food restaurant or other retail use. The property has unconditioned commercial zoning with excellent proximity to major arterials and full movement access to Jones Franklin Road from both directions. With its dynamic Raleigh/Cary border location, we feel that it is one of the best undeveloped retail outparcel locations in Wake County.

2 According to the alignment alternative proposed by NCDOT, vehicular access to this parcel will be completely eliminated, rendering it essentially undevelopable. As you might imagine, this is a devastating development for our family. As such, we implore you to allow us to retain full movement access to our property. Otherwise, it will lose almost its entire value.

We would be glad to meet with you to discuss any other alternatives you might consider to lessen the impact on our property.

Sincerely,



Isabel Worthy Mattox

cc: M. Carter Worthy  
Marjorie H. Worthy

127 West Hargett Street, Suite 500, Raleigh, NC 27601 Post Office Box 946, Raleigh, NC 27602



SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

----- Original message -----

From: Carla Squires <csquires2@yahoo.com>  
Date: 9/5/17 3:30 PM (GMT-05:00)  
To: "Wilson, Diane" <pdwilson1@ncdot.gov>  
Subject: Fw: Meredith College

Ms. Wilson,

I am sure your mailbox is full of complaints, but I also want to express my concerns over my state, the state I was born in, using the eminent domain provision to take property belonging to my Ima mater. I attended and graduated from Meredith College and am very proud to have gone there. It is a very special place, especially to young women. I understand growth, traffic and the need for better traffic flow. nce you take land from Meredith College and pave it, it can never be undone.

Please find another option.

Regards,  
Carla aw S uires  
212 Netherlands Drive  
Raleigh, NC 27606

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

From: Sam Miller  
To: [mailto:pdwilson1@ncdot.gov] Feedback From Businesses for Melbourne Rd. Bridge Replacement Project Proposal  
Subject: [mailto:pdwilson1@ncdot.gov] Feedback From Businesses for Melbourne Rd. Bridge Replacement Project Proposal  
Date: Wednesday, September 06, 2017 7:46:05 AM

To Whom It May Concern:

I am emailing my responses to you that I wrote out on my response form (my writing is not the best, thus the reason for this). I will be placing my feedback form in the mail today (mailing it to Ms. Diane Wilson, with NCDOT).

The project that will be impacting me/my neighborhood the most is the Melbourne Road Bridge Replacement project.

- 1 • In regards to the proposal, my suggestion is to replace the bridge in place, as to minimize property loss to persons that live in that area. In my honest opinion, there is no need to widen Melbourne Rd., but I do think that a stop light at the end of Melbourne Rd. (where it dead ends into Kaplan Dr.) would be an added benefit to drivers in that area. The current traffic median at the end of Melbourne Rd. (at Kaplan Dr.) is more of a confusion factor for the drivers that are not used to it. I have witnessed (on several occasions), drivers not using the median as it was designed for (potentially creating hazardous conditions for drivers).
- 2 • In regards to the proposal for bike lanes for Melbourne Rd., in my honest opinion, the bike lanes are not needed. I am an active cyclist and travel Melbourne Rd on my bike regularly. I rarely witness other cyclists using Melbourne Rd.

I understand that an impact study has already been completed for this project, but I do have some concerns regarding it such as:

- 3 • Are any considerations being made as to the increased wear/tear to the streets on Huntingdon Dr. and Driftwood Dr. with the added traffic that will be re-routed through those streets during the project? Driftwood Dr. has not been paved in over 40 years and the most recent work were patches done due to the asphalt sinking/settling.
  - 4 • Traffic on Driftwood Dr. is already busy 24 hours a day, 7 days a week. A lot of the drivers are using Driftwood Dr. as a cut-through between Deboy St. and Powell Dr. The persons that live on Driftwood Dr. appear to be observing the safe speed limits, but there are a lot of drivers (that use Driftwood Dr. as a cut-through), speed down Driftwood Dr. (and yes, the Raleigh Police Department has been informed of this). I'm concerned that the added traffic is going to increase safety risks for the residents. There are some children that live on Driftwood Dr. and there are also persons that walk up and down Driftwood Dr on a daily basis.
  - 5 • Perhaps some of the funding that was going to be used for bike lanes on Melbourne Rd., could be re-allocated to install speed bumps/tables on Driftwood Dr. to slow down the speeding drivers. I understand that R.P.D. is monitoring the speeding situation, but can only do so when they patrol the area. The speed bumps/tables would be more of a permanent solution, versus one that is currently in place. This should also be a consideration for the residents on Huntingdon Dr., but again, this would really be up to the residents that live on that street.
- I also believe that considerations and funding should be made available to install a sound wall along the perimeter of the I-440 project that borders the Deboy St. and Melbourne Rd. area.

Should you have any questions, feel free to contact me. The best way to contact me is via email. Please be advised that my family and I have resided in this area for 50 years, so we're very familiar with the potential impacts this project may cause.

Thank you.

Sincerely,

Sam Miller

4406 Driftwood Dr.

Raleigh, NC 27606

723miller@att.net

This email has been checked for viruses by Avast antivirus software.  
[Blocked by www.avast.com](https://www.avast.com)



**Widening of I-440 Between Walnut Street  
in Cary and Wade Avenue in Raleigh  
Including Interchanges**

COMMENT FORM

EL-162

August 8, 2017

NAME:

SAM MILLER

ADDRESS:

4406 Driftwood Dr. Raleigh, NC 27606

E-MAIL:

723miller@att.net

For Each Interchange listed below please indicate your preference (if any) and provide any comments.

**Jones Franklin Road**

Upgrade existing

**Western Boulevard**

Double Crossover Diamond

**Athens Drive**

Replace in Place  
Replace to North

**Ligon Street**

Extend Existing Culvert  
Replace to South  
Replace to North

**Melbourne Road**

Replace in Place  
Replace to North

- \* NO NEED to widen Melbourne
- \* OK for traffic light at Melbourne
- \* Bike Lanes Not Needed
- \* RE-allocate Funding to show
- Don't increase traffic on Driftwood

PEOPLE USE AS cut-through  
FROM DEBYST to POWELL Dr.  
EITHER install SPEED Bumps  
OR SPEED TABLES on Driftwood

Alot of driving  
DOWN Driftwood Dr.  
SPEED ALL Hours of the Day/Night  
R.P.D. HAS BEEN MADE AWARE of this  
SEVERAL times

Page | 32

EL-162

**Other Comments or Questions**

USE Moorey originally  
ALLOCATED FOR BIKE LANES  
ON MELBOURNE RD TO  
INSTALL SPEED Bumps OR  
SPEED TABLES on Driftwood Dr.  
Driftwood Dr is BEING USED AS  
a cut-through for DEBYST to  
POWELL Dr. ALL Hours of Day & Night  
Many of the drivers ARE  
EXCEEDING the RESIDENTIAL  
SPEED Limit making it  
DANGEROUS for RESIDENTS AND  
PEDESTRIANS!  
\* DOES impact study include  
adequate consideration for WEST TAIL  
on Driftwood Dr. Living adjacent  
concern that Street cannot handle  
added traffic. Street has not been  
REPAVED in over 40 years!  
ALSO...  
ALSO...

**Hillsborough-Wade**

- One Flyover
- Two Flyovers
- Slight Detour

**Parks**

As shown on the Hearing Maps, the project would require small amounts of land from Lake Johnson Park, Kaplan Park, and NC Museum of Art's Museum Park and would reconstruct segments of Reedy Creek Greenway. These impacts would not substantially impact the uses, features, and attributes of these parks and greenway. Do you agree?

Yes  No

From: Will Corkey <[wcorkey@gmail.com](mailto:wcorkey@gmail.com)>  
 Date: 9/4/17 8:53 PM (GMT-05:00)  
 To: "Wilson, Diane" <[pdwilson1@ncdot.gov](mailto:pdwilson1@ncdot.gov)>  
 Subject: Hillsborough Street and Wade Avenue Area

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #6

First, thank you for the DOT's work to improve the roadways of Raleigh and NC. As a lifelong resident of Raleigh, I appreciate the work of the DOT, and the roadways of NC. I live in the area of the Hillsborough Street and Wade Avenue exits and am a member of the North Carolina State University Club. I have family and friends who are alumni of Meredith College. These are both invaluable community institutions and resources with long histories in Raleigh.

As an NCSU graduate, the NC State University Club has been a source of community and collegiate pride. Our children have grown up in this supportive community, learning of the benefits and impact of a healthy living lifestyle. They learned to be excellent safe swimmers through the swimming development program of the University Club Swim Team, with my oldest now swimming 9 years with the swim team. They learned sportsmanship and team building. They learned how to play sports like tennis and golf. They spent their summers at camps, which are open to the entire community. They learned the benefits of staying active.

They have been raised in this NC State community. The NC State University Club is also a significant contributor to the local economy, employing a large staff. It is used by many organizations for professional meetings, as well as an important location for community social gatherings.

While we all want first rate roadways in Raleigh, the integrity of the campuses of both NC State University Club and Meredith College should be left intact. The current construction plans for the Hillsborough Street and Wade Avenue area are unacceptably detrimental to both, and additional evaluation is needed for plans that do not impact these invaluable community institutions. Please review further options on this construction which will impact this area for generations to come.

With gratitude,  
 William Corkey

\_\_\_\_\_  
 Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Ms. Wilson,

Just a note to ask you to encourage the NCDOT to reconsider the taking of land from Meredith College for the 440 widening. I suggest that there be no exit at Hillsborough Street - too close to the Wade Ave. exit. Motorists can be directed to continue to Western Blvd. or use 540 to access Hillsborough St. There is too much lane switching on 440 between the Wade Ave exit & the Hillsborough one.

Thank you

Beth Canoll

Meredith graduate and a Wake Co. resident.

From: Cathie Ostrowski  
 To: [Williams, John L](#)  
 Subject: I440 Beltline Widening  
 Date: Tuesday, September 05, 2017 10:12:59 AM  
 Importance: High

SEE HILLSBOROUGH-WADE  
 COMMON COMMENT #6, #7, #9

Dear Mr. Williams,

Thank you for taking the time to read about my concerns.

I drive from Apex, NC to Meredith College five days a week. So, please understand that I can easily see the issues from a driver and as part of the Meredith College community.

**I oppose the I440 widening for the following reasons:**

- Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.
- The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.
- Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.
- NCDOT's three plans also harm other area organizations to an unacceptable degree.

I urge you consider other options. Thank you for your time.

Cathie Ostrowski  


From: Joseph Travis  
 To: [Williams, John L](#)  
 Cc: [Emma Louise Travis](#)  
 Subject: Widening I-440  
 Date: Tuesday, September 05, 2017 11:12:27 AM

Dear Mr. Williams:

I write as a parent of a Meredith College to student to argue against any of the current plans for widening I-440 as they would affect Meredith College.

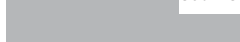
Any of the three plans under consideration would harm the college enormously. By my reckoning, any of them would wipe out 20% of the college's footprint and cripple the college's ability to grow in the future. Moreover, the disruption caused by the construction, as well as the lighting poles and masts and other aspects of the final product, would have a large negative effect on the area around the college, which is eligible to be placed on the National Register of historic locations. The combined effects of this project on Meredith College are genuinely disastrous - limiting an institution's ability to grow and changing irrevocably its atmosphere will make it far for difficult for this vital institution to thrive.

1 I am disappointed that the state appears not to value Meredith College and what it represents. Thousands of women have graduated from Meredith into leadership positions in business, science, government, and the arts. Meredith specializes in taking strong young women and teaching them to play to their strengths and achieve big, if you will, in a world that is still too much a man's world. This is an incredibly powerful mission at which Meredith has been successful for nearly a century.

Please re-think what needs to be done and find another path than one that might ruin Meredith College.

Thank you.

Joseph Travis  
 Tallahassee, Florida

--  
 Joseph Travis  
 Robert O. Lawton Distinguished Professor  
 Department of Biological Science  
 Florida State University  
 306-4340  


Visit Ecology and Evolution at FSU: [www.bio.fsu.edu/ee/](http://www.bio.fsu.edu/ee/)

Visit The Guppy Project: [theguppyproject.weebly.com](http://theguppyproject.weebly.com)

EL-167

From: Mary Dossenbach  
To: [Williams, John L](#)  
Subject: I-440 Beltline Widening Proposal  
Date: Tuesday, September 05, 2017 2:26:41 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,  
I have looked at all of the plans on line for widening I-440 between Hillsborough Street and Wade Avenue. Obviously the designers of these plans did not consider the serious damage to the highly respected and treasured institution of higher learning - Meredith College - and its future growth and viability!

Not only will these plans strip the campus of essential parking and expansion areas, but it will seriously disrupt the living and learning conditions of hundreds of students during construction day and night. Over 2,500 students, faculty, and staff will be affected during construction. I can imagine the dismay of tens of thousands of visitor to this campus each year after construction is completed as the permanent results of this project and its negative impact to the campus becomes evident.

The most important reason for DOT to go back to the drawing board is the irreparable damage to this campus and its growth potential resulting from any of these plans being implemented!

I respectfully request that DOT consider the young women who will not attend this growing college in the future because of its diminished capacity or because she no longer can recognize Meredith's beauty and charm - all due to the constraints being proposed by the I-440 plans!

Please do not destroy the future and the beauty of Meredith College. There has to be a better alternative!

Respectfully,

Mary Dossenbach  
Meredith Trustee  
1805 Crepe Myrtle Drive  
Sanford, NC. 27330

Sent from my iPad

EL-168

From: Dee Belvin  
To: [Williams, John L](#)  
Subject: DOT Wade Avenue/Hillsborough St. Project affecting Meredith College  
Date: Tuesday, September 05, 2017 2:46:29 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,

Hi, I am aware that you are the project manager for the Wade Avenue/Hillsborough Street construction plan with the DOT. I respectfully ask that you reconsider your plan to take land from Meredith College to widen the road. I am a Meredith College alumna, and I think this proposed change is unfair to current and future students at Meredith College. The college is already landlocked and will only be able to grow so far. We need that land to remain Meredith College property for the sake of expansion, students' learning, and for the greenery that the campus offers in the middle of the city. We can agree there are traffic problems that need to be resolved, but taking this significant portion of land from Meredith College is not the best way to solve the traffic issues. Please return to the drawing board to find a new plan that can help preserve Meredith's campus for current students and future generations. It will benefit their educational experience and help continue to make Raleigh a great place to live and work.

Sincerely,  
Dee Belvin

--  
Dee Belvin

Mary Kay Independent Beauty Consultant

EL-169

From: Fritschel, Betsy P. [JJCUS]  
To: [Williams, John L](#)  
Subject: Impact of I-440 Expansion at Hillsborough and Wade Ave  
Date: Tuesday, September 05, 2017 3:00:58 PM  
Attachments: [image-003.jpg](#)  
[image-004.png](#)

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. Williams,

As an alum of Meredith College, the mother of a current student, and a member of the Meredith Board of Trustees – I am writing to ask that you rethink the plan for expanding the belt-line at Hillsborough and Wade Avenue. All 3 of the proposed alternatives have a significant negative impact on the college. There must be a better way. I am sure that NCDOT engineers can come up with a less intrusive option.

Thank you for your consideration,

Betsy Fritschel  
Director Regulatory Intelligence & Outreach

EL-170

From: Silda Wall Spitzer  
To: [Williams, John L](#)  
Subject: I-440 Proposals Hillsborough Street and Wade Avenue  
Date: Tuesday, September 05, 2017 3:09:52 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. Williams --

As I just posted on the NCDOT's public input portal, all of these proposed options place a punitive, profoundly unreasonable burden on Meredith College that cannot be compensated.

As a Meredith alum, trustee and aunt of a current student, I have been following this proposed project with alarm and deep despair. While traffic considerations are very real, there simply must be a solution that has far less impact on the Meredith campus than one requiring the taking of such significant acres of its campus and the destruction of the academic environment that has produced generations of some of Raleigh's, North Carolina's and beyond-its-border's most productive and additive citizens. The current proposal could destroy the entire educational environment of the campus both on the learning and living fronts. One of the big economic drivers for North Carolina has been its public and private colleges and universities, particularly those with a storied history and reputation of success. There once was great pride and appreciation for them, expressed in the protection - even nurturing - of them. That the I-440 proposals could even have been made is shockingly blind to the damage the plan inflicts on Meredith, as one of those institutions -- and especially as one focused on serving women in higher education with such distinction, when so few such special places existed historically and continue today.

Other comments on the portal make suggestions that could more appropriately achieve your goals without harming Meredith.

I encourage you and the NCDOT to find a way to avoid irreparable, irreversible harm to the Meredith campus and its important economic and community roles in Raleigh, North Carolina and beyond.

Thank you,

Silda A. Wall Spitzer

EL-171

From: Karen Padgett  
To: [Williams, John L](#)  
Subject: Beltline expansion and Meredith College  
Date: Tuesday, September 05, 2017 3:35:46 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. Williams, I feel very strongly that there must be a better way to handle Beltline expansion that taking such a large amount of land from Meredith College's property. This would be tremendously detrimental to one of the most prominent and historic campuses in the Southeast, particularly in light of the fact that this property has already been affected by highway construction in the past. I encourage you to consider all other viable alternatives.

Thank you for your time.

- Karen Padgett, Garner  
Meredith College '74

EL-172

From: Jennifer McLean  
To: [Williams, John L](#)  
Subject: Beltline widening project  
Date: Tuesday, September 05, 2017 4:22:20 PM

Dear Mr. Williams,

1 [ As a proud graduate of Meredith College, I am saddened over the widening of the Beltline proposal to take land away from the western side of the Meredith campus. The State of NC owns land on the side of the Beltline where the NC State Vet School is located. It makes more sense to take public land rather than private land from Meredith College.

I have read articles and heard from the Meredith administration that this proposal would result in a loss of 1/5 of the college's current campus. I would think that ALL existing space would need to be available in the future as Meredith continues to expand and build new buildings. I strongly hope that the DOT will look at other options in the widening of the Beltline. Please leave the land on Meredith College alone!

Jennifer McLean  
Class of 1990

EL-173

From: Sheila Hite  
To: [Williams, John L](#)  
Subject: Meredith College  
Date: Tuesday, September 05, 2017 4:46:43 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please reconsider the plans that take precious land from Meredith College for the expansion of I- 440. There must be a better way!  
Sheila L. Hite , Meredith Alumna

EL-174

From: Barbara Mann  
To: [Williams, John L](#)  
Subject: Expansion of I440  
Date: Tuesday, September 05, 2017 4:55:54 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7

Mr. Williams,

I graduated from Meredith College many years ago, but through the years have continued to enjoy the campus and activities there. I realize that traffic continues to grow and create problems. I am asking that you consider alternate expansion plans that will not require you to take many acres of our property and bring noise and pollution even closer. Meredith College is one of the jewels of Raleigh and constantly gives back to the community.

Thank you for your consideration of this matter.

Barbara Watson Mann  
Class of 1966

Sent from my iPhone

EL-175

From: Dilnavaz Sharma  
To: [Williams, John L](mailto:Williams, John L)  
Subject: Fwd: [rpassurveys] Meredith College  
Date: Tuesday, September 05, 2017 5:38:45 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

----- Forwarded message -----

From: 'Nancy High' via [rpassurveys](mailto:rpassurveys@meredith.edu) <[rpassurveys@meredith.edu](mailto:rpassurveys@meredith.edu)>  
Date: Tue, Sep 5, 2017 at 5:24 PM  
Subject: [rpassurveys] Meredith College  
To: "John L. Williams" <[jlwilliams@ncdot.com](mailto:jlwilliams@ncdot.com)>

Dear Mr. Williams,

If the project to construct an interstate on the Meredith College campus goes forward, 20% of the campus will have been lost. This would significantly impact Meredith's expansion. The interstate footprint would permanently disrupt the campus experience and would cause a health issue for students, especially those in their growth years. It could even discourage students from enrolling in Meredith.

Meredith is a historic gem that has been an important institution of note in Raleigh for over a century. Please do not destroy the history of a rare and excellent college for women.

Nancy Ricker High  
Proud Meredith graduate  
1/62

**Nancy High**  
[nancyhigh5@yahoo.com](mailto:nancyhigh5@yahoo.com)

*Enjoy life. This is NOT a rehearsal!*

--  
Dilnavaz Mirza Sharma  
Survey and Report Coordinator  
Office of Research, Planning & Assessment  
Meredith College  
3800 Hillsborough Street  
Raleigh, NC 27607

EL-176

From: Bill & Crystal Leathers  
To: [Williams, John L](mailto:Williams, John L)  
Subject: Requesting of you  
Date: Tuesday, September 05, 2017 7:34:25 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,

On behalf of myself and the others who have appreciated the Meredith College campus' location, and for those there now and those who will come in future years, please do all you possibly can to curtail such a large part of the campus being taken for the highway project. This proposal would affect many, many lives now and in the future. Meredith is still dear to those of us who graduated even several decades ago

Gratefully,

Crystal Hartness Leathers  
Meredith College Class '65

EL-177

From: Milton McDonald  
To: [Williams, John L](mailto:Williams, John L)  
Subject: Meredith College Campus  
Date: Tuesday, September 05, 2017 8:10:35 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Back to the drawing board! No expansion on our campus.

Florence McDonald  
Meredith College, Class of 1966.

EL-178

From: Hilda Highfill  
To: [Williams, John L](#)  
Subject: Hillsborough St. and Wade Avenue Interchange Proposal  
Date: Tuesday, September 05, 2017 8:52:58 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams:

I write with my strongest endorsement of the eloquent remarks of Professor Betty Webb who wrote an opinion piece for the News & Observer recently RECOMMENDING THAT DOT should go back to the drawing boards to find a solution to the above-mentioned interchange.

It would be a most damaging revamp to the highway interchange at the expense of the beautiful and spacious Meredith College campus which has been contributing so much to thousands of students as well as to the City of Raleigh and the state as a whole for close to 200 years!

I write to you as a former student of Meredith College. I strongly encourage you to find a better way to handle the growing traffic at this intersection without cutting off a chunk of Meredith College's beautiful campus. Thank you for your careful consideration.

Sincerely,  
Hilda A. Highfill  
501 E. Whitaker Mill Road  
Raleigh, N. C. 27608

EL-179

From: chc7010@aol.com  
To: [Williams, John L](#)  
Subject: I-440 Widening/Meredith College  
Date: Tuesday, September 05, 2017 9:24:03 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. Williams,

I am writing to express my deep conviction that all the alternatives for the Wade Ave. interchange are deeply harmful to Meredith College. Meredith College is one of the crown jewels of Raleigh and these plans damage both the current and future life of the College.

Please go back to the drawing board and come up with plans that are of minimal impact to Meredith College. You did it for the Method community. You can do it for Meredith College.

Thank you.

<div dir="ltr" style="margin-top:0;margin-bottom:0;">Carolyn H Carter  
7010 Denlee Rd.  
Raleigh, NC. 27603

*Sent from my Verizon 4G LTE Smartphone*

EL-180

From: Sarah Parker  
To: [Williams, John L](#)  
Subject: I-440 and Meredith College  
Date: Tuesday, September 05, 2017 10:11:29 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8

Dear Mr. Williams:

I write to add my voice to the many urging the NCDOT to reconsider its plans for expansion of I-440 to make the taking less intrusive to Meredith College. The long term impact on the College of the current proposals is a concern to many people in the Raleigh community and beyond.

One factor prospective students consider in choosing a school is the atmosphere of the campus. Currently, Meredith has a "storybook" campus with open spaces and greenery. The replacement of the greenway on the west side of the campus with bright street lamps and traffic noise will diminish the aesthetic appeal of the campus. Student enrollment is the life blood of a college or university. Anything that renders the campus less attractive has the potential to affect negatively enrollment and growth.

The issues concerning parking and lack of land for expansion have been fully explored by others so I will not belabor these points.

As an alumna and trustee, I respectfully request the DOT to revisit its plans for the I-440 expansion affecting Meredith College's property.

Yours truly,

Sarah Parker

EL-181

From: Maria Ashbaugh  
To: [Williams, John L](#)  
Subject: I440 widening project  
Date: Tuesday, September 05, 2017 10:16:47 PM

As a graduate of both NC State University and Meredith College, I am deeply concerned about the lack of creative thought that went into the planning for the widening of I440 in the Hillsborough Street area. I realize that this is a densely populated area, and the need for extending the capacity of I440 is desperately needed.

However after traveling the world, and seeing first hand the abilities of modern infrastructure engineering and design, I believe that our road engineers are capable of creating a solution that would satisfy the traffic needs and not take out valuable resources for either NC State or Meredith College. Both institutions, have provided resources in building the future leaders of our state as well as sharing with neighbors and visitor of the community. They should be protected for future generations, at the expense of 5 minutes less in traffic.

1 By just taking the easy way and declaring either of the properties for the I 440 tells me that you were lazy and did not search for the best solution, just the easiest. There is always another way. If your department does not have the capability to do this, then maybe you should allow the future NC State civil engineers a hand at offering some alternative solutions. I feel confident that they are capable of creating a better solution.

Concerned Raleigh citizen, and alumnae of both NC State and Meredith College.  
Maria Ashbaugh



EL-182

From: Peggy Williams  
To: [Williams, John L](#)  
Subject: I440 Expansion Concern  
Date: Tuesday, September 05, 2017 10:45:52 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr Williams,

Please consider other options for the I 440 expansion without impacting our beloved college campus. The campus has been a hub for one of the finest colleges for women in the south. Our space is precious and therefore we are hoping for other options.

I attended undergraduate studies at Meredith and was in the first graduate class in the masters program. I now serve the students of Wake County in education. We cherish every inch of our campus which the Raleigh community benefits from as well. Thank you for your consideration in this matter.

Regards,

Peggy B. Williams  
Class of 80/85

Sent from my iPhone

EL-183

From: Beverly Mitchell  
To: [Williams, John L](#)  
Subject: impact on Meredith College  
Date: Tuesday, September 05, 2017 11:02:03 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,

I am very disheartened that the DOT project would consider taking precious land from my alma mater, Meredith College. I also understand that it will impact NC State as well. Please reconsider this and find a way to complete what is considered necessary without the impact to these two institutions of higher learning and whose campuses are a long standing part of the beauty of the City of Raleigh. I came to Meredith College in 1969 as a Freshman, met my husband, an Engineering student at NCState, and we have never left this special part of North Carolina. I have lived with the growth, but I do not see the need nor think it a good idea to take the beautiful land of Meredith.

Please STOP this process and figure out a way to by pass this property! It will break our hearts, as alumnae, and also as citizens of Wake County and long lovers of the City of Raleigh. Meredith serves this city well with its beauty and majesty.

The acreage of the Meredith campus, and surrounding territory that leads eventually across that beltline to the N. C. Art Museum is special and unique. Don't destroy it!!

Sincerely,  
Beverly F. Mitchell  
3004 Buckingham Way  
Apex, N.C. 27502

EL-184


From: Ibrahim-Drabick, Nedda Ihsan  
To: [Williams, John L](#)  
Subject: Do Not Encroach onto the Meredith College Campus  
Date: Tuesday, September 05, 2017 11:06:04 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. Williams,

The NCDOT must find another solution with less impact on Meredith College for I440 expansion. The expansion and encroachment onto this historical campus is wrong and unconscionable. The NCDOT can find another solution that will not take away land from Meredith college. I am a concerned citizen that has invested in Meredith College. There simply must be another solution without impact on Meredith College.

thank you  
Dr Nedda I Ibrahim DDS MPH

Nedda I. Ibrahim , DDS MPH  
Adjunct Clinical Assistant Professor  
Dept. of Operative Dentistry  
UNC School of Dentistry  
Chapel Hill, North Carolina  


EL-185

From: bramlett1  
To: [Williams, John L](#)  
Subject: I 440 Wade Avenue interchange expansion  
Date: Tuesday, September 05, 2017 11:31:22 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Generations of young NC women will be educated at Meredith College. Many of them will become NC taxpayers. They will deserve a fine college experience. I don't doubt that this expansion is necessary but please, please, take the absolutely minimal amount of Meredith's property.

Anne Irby Bramlett  
Meredith College '61  
Sent from my iPad

EL-186

From: Kimberly Nicole Worley  
To: [Williams, John L](#)  
Subject: I440 expansion concerns. Please read.  
Date: Wednesday, September 06, 2017 9:16:17 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,

There is a reason people refer to Meredith College as Wonderland. When you enter the campus, you become filled with happiness, and a sense of belonging. Meredith College has been providing exceptional education and happiness for over 100 years. There truly is no place like Meredith. I know it may be hard for you to understand, but this historical landmark has given women many opportunities the rest of the state wouldn't. Meredith has been helping strong women during times of oppression, and has been showing women that we are just as important as men. Now imagine how it must feel to finally feel important in this world, and then someone takes that away from you because two extra lanes on a highway are more important than your education. This expansion, that would take 17 acres from our already tiny campus, would be incredibly detrimental to Meredith. It would be the downfall of a 125 year old institution for women. We do not have the extra space for you to take, unlike NC State. Just because we are women does not mean you can just take our land and expect nothing of it. NC State has more than enough land, and losing 17 acres wouldn't make a difference to them as it would us. This is a perfect example of how still today in the 21st century, year 2017, women are still looked down on and viewed as less important. If you take Meredith's land, it will no longer be a safe place for strong women to grow. Also, the construction would bring nothing but destruction and chaos for years, as we see with the current construction on I40. If you honestly think that two lanes added to the highway is better for this city than the education of women, we have not grown at all as a country. I am not asking, I am begging that you do not take our land. We will not go down without a fight. We will not just sit back and sit quite while you ruin the lives of over 2000 women and counting.

Kimberly Worley  
Meredith College '18

EL-187

From: Jo Dermid  
To: [Williams, John L](#)  
Subject: Expansion of I-440 as it affects the Meredith Campus  
Date: Wednesday, September 06, 2017 10:30:51 AM  
Attachments: [image001.jpg](#)

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr Williams,

As an alumni of Meredith College, a current property owner within the beltline, and an avid supporter of all things North Carolina, I strongly urge you to consider an alternate plan to expand I-440. The adverse impact the current plan will have on the campus of Meredith and therefore its students (present and future) will be irreversible. Meredith has been a major contributor to the education of women for 126 years. The contributions of its graduates, both to the state and the world has been well documented. To restrict and constrict this impact in the future because of an expansion of a highway is just wrong.

My husband is a Professional Engineer in the area of Civil Engineering, having received his degree from NCSU. He was a former employee of the NCDOT and numerous private firms. As such he was responsible for many projects in the Research Triangle, I-40 build and relocations, and projects concerning the New River (among many other environmentally sensitive projects throughout the mid Atlantic States and the Mid West). I am familiar with saving habitats for newts, salamanders and rattlesnakes that have not been seen for years, just in case they may show up one day and need a place to exist. Far more important, at least to me, is saving the habitat for the education and continued learning for young minds. That habitat is Meredith College and any plans to decrease its size and therefore limit its impact in the state or globally is not good for the school, Raleigh, North Carolina and/or the states and countries and people that its graduates touch.

I respectfully ask that you reconsider this current plan and reconfigure the project in order to protect the integrity of the campus and vision of Meredith. The protection of the campus also protects the vision and growth of Meredith, historically one of the finest institutions of learning and currently listed as one of the top schools of its kind in the nation.

Sincerely,

Jo C. Dermid, CPCE

Jo C. Dermid, CPCE, Vice President  
1419 Donelson Pike  
Nashville, TN 37217

EL-188

From: Judy  
To: [Williams, John L](#)  
Subject: Proposed plans for Hillsborough / Wade Ave at Meredith College  
Date: Wednesday, September 06, 2017 12:02:02 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,

I am writing to respectfully request that the DOT rethink plans to so negatively impact the Meredith College campus. There must be another way to improve traffic flow without destroying this historical campus, as well as disrupting the students' educational experience.

I know you have heard all the logistical, emotional, and practical arguments against your current plans. Please pay attention - this will negatively impact Raleigh, as well as the campus.

I am a Raleigh native and a Meredith graduate.

Please don't destroy something of value "in the name of progress".

Thank you for your time,

Judy Williams  
[REDACTED]

EL-189

From: F. Rabon  
To: [Williams, John L](#)  
Subject: I-440 Project & Meredith College  
Date: Wednesday, September 06, 2017 12:25:16 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7

Hi Mr. Williams,

I am writing to request that you explore different options for the Hillsborough Street and Wade Avenue Interchange Area. I am a Meredith graduate and am concerned by the effect each of your current alternatives will have on Meredith College.

I have looked at each of your three proposed alternatives. I imagine you were aiming at brevity, but the stated impact of commuter parking and athletic field doesn't take into account other vital impacts. First, the **loss of atmosphere**. One of Meredith's appeals is its park-like atmosphere - it has the charming appeal of the country right in the midst of the city - bringing traffic noise, pollution and chaos into that is something that cannot be recovered from (not to mention the impact of chaos during construction). This is an intangible loss perhaps, but a tremendous loss nonetheless. This loss of atmosphere can make a big difference in admissions - this atmosphere is one of the things that sets Meredith apart from other fine colleges.

Another impact is the sheer magnitude of the loss of total acreage; each of these alternatives represents a **significant percentage of Meredith's property**. This will hamper Meredith's ability to expand and grow in addition to influencing the use and enjoyment of the remaining acres.

I realize this is a challenging project and many factors must be taken into account. Yet, Meredith College and its graduates have been assets to Raleigh for decades and I urge you to seek an alternative that better protects Meredith's interests.

Sincerely,  
Florence Rabon

EL-190

From: anbamac@aol.com  
To: [Williams, John L](#)  
Subject: I-440 expansion  
Date: Wednesday, September 06, 2017 12:27:21 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

As you are aware Meredith College, as we know it, will be significantly impacted by the current expansion plans. Please do not go forward with the destruction of an important part of Raleigh's past and future. Scrap these plans and try again. Thank you, Anne McGee, Meredith Class of 1962

EL-191

From: Patsy Woodlief  
To: [Williams, John L](#)  
Cc: [Meredith College](#)  
Subject: Meredith College campus  
Date: Wednesday, September 06, 2017 12:30:26 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

You've already heard all the plausible reasons why the campus should remain uninterrupted. If you are not a long term Raleighite/North Carolina native, I invite you to visit the campus. You will then understand our concerns. Thank you for listening to the students, friends of the college, staff, and alumnae. Patsy Woodlief  
Class of 1968  
Sent from my iPhone

EL-192

From: Mae Omie & Graham Mosely  
To: [Williams, John L](#)  
Subject: Highway plans related to Meredith College  
Date: Wednesday, September 06, 2017 12:33:41 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

As an alum of Meredith College I am appalled at the thought of losing 17 acres of beautiful green space from the campus as well as from the city of Raleigh. If this capricious building continues the city will be all concrete and what about the "City of Oaks?" Meredith campus is home to hundreds of beautiful oaks. Please plan a different route that will not destroy our campus. Yes, we are a small college educating women. I pray that you will think about the beauty of the college and the city rather than concrete jungles.\nSincerely,  
Mae Omie H. Mosely

EL-193

From: tsullivan2hands  
To: [Williams, John L](#)  
Subject: I-440 expansion  
Date: Wednesday, September 06, 2017 2:16:20 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. John Williams,

I am writing in request that you seek and find a solution to the I-440 expansion project with no, or minimal impact on the campus of Meredith College. I am a 1976 graduate of Meredith, proud and grateful for the education and life lessons that I obtained. I am proud of my 30 year career in Healthcare, and the contributions going forward in my community since retirement, based on my start at Meredith College. The college has grown gracefully, appropriate in areas of technology, engineering since 1976, and in part with no physical restraints to expand. Please help us preserve the campus of this honored, loved institution of learning. Thank you for you time, Teresa Sullivan. Greensboro, NC

Sent from my Verizon Wireless 4G LTE smartphone

EL-194

From: Laura Jacobson  
To: [Williams, John L](#)  
Subject: I-440 Expansion that would encroach on the Campus of Meredith College  
Date: Wednesday, September 06, 2017 3:33:36 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7

To whom it may concern,

I am a graduate of Meredith College, Class of 1980, and honestly was appalled that NCDOT's proposal would take a major highway expansion through any part of a College campus. As mentioned in a prior email, there should be a reasonable alternative to this method of handling traffic issues. As a science major I had spent quite a lot of time in the area in question and have fond memories of working on an Invertebrate Zoology project for class there.

Put yourself in the students and teachers' positions, they don't want traffic and noise right on top of them as they are trying to hold classes and study. Furthermore, it could impact future students from enrolling.

I chose Meredith because of the campus and solitude.

Hopefully you will be able to come up with a revised plan that protects the integrity of Meredith's campus and fills the needs for traffic control.

Thank you for your consideration,

Laura Jacobson / Meredith Class of 1980

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7

I would like to share with you my own personal story about the Meredith College campus.

My name is Laura Schlabach and as a young woman who grew up on the coast of Georgia, (in the middle of nowhere), finding a college campus was slightly challenging. My parents toted me to campuses all over the state of Georgia. I didn't like the University of Georgia because it was too large and I was worried about getting hit by a car, Georgia Southern was too close to home, and Georgia Tech was in the middle of Atlanta and way to busy! When my cousin got married in 1999, our family traveled to Raleigh for her wedding. Of course, my parents made me check out NC State because we were so close. But again, it felt like I would stay lost most of my four years in school. We just happened to drive around to Meredith College, a college I wanted to see because the women's chorus had recently performed at my high school.

The feeling was instantaneous. Without even stepping foot out of the car, I knew I felt right at home at Meredith. Before we even finished driving around the "Meredith Mile," I already knew it was where I belonged. The lush green campus filled with oak trees (which reminded me of home), an outdoor amphitheater with a lake, was all nestled in the heart of Raleigh, a fun college town. It was perfect. To appease my parents, I did come back to Raleigh to take a student tour when classes were in session. The tour only confirmed my drive to apply and be accepted to Meredith College, where I spent the best 4 years of my life. While I was there, I grew into a strong woman who travelled the world, met lifelong friends and built a steadfast foundation for the start of my life.

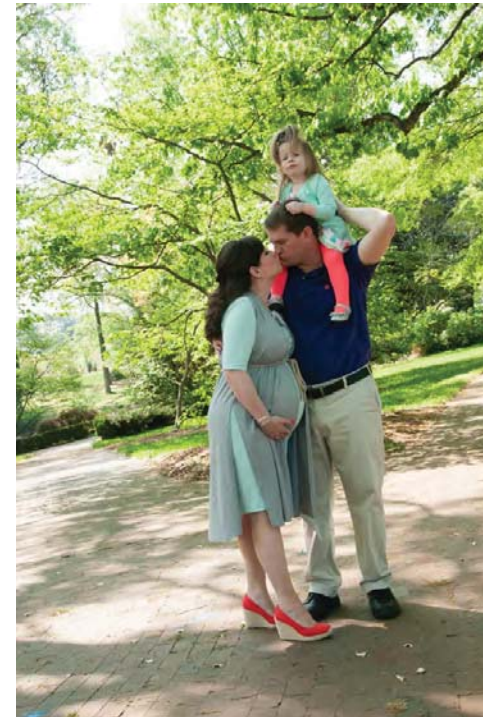
Since I graduated from Meredith College, I have pursued a career as a nurse, right here at a local hospital in Raleigh. I have also earned a Master's in Health Administration and really enjoy giving back to others here in my community. Meredith's breath taking campus attracts bright, dedicated, charismatic women locally, nationally and even internationally. These women (like myself) are likely to find careers and make a life in Raleigh or nearby surrounding cities. Meredith's attractive campus is the same campus that I fell in love with almost 20 years ago and it would be a real shame if highways and byways consume it.

Currently, I am able to ride my bike on the greenway about 12 miles one way from my home in North Raleigh all the way to Meredith's campus and reminisce about my time there. I look forward to sharing my stories and the campus with my two-year-old son. In addition, I also still visit Meredith's campus for photography sessions, such as this one below, with my fellow classmate, Sandee Jene. The rich beauty Meredith has to offer is a rare treat, which should be protected.

Although 17 acres may not seem like a huge concern for the DOT, it is most definitely a concern to others. We all realize that there is a dire need for expansion on the beltline near Hillsborough Street; however, we are asking that the DOT find another way. In my line of work as a nurse, we are challenged each and every day to

find alternate methods to achieve the same, or even better outcomes. As a 17-year veteran of Raleigh, NC and Meredith College alum, I am asking you to do the same.

Attached, is an image from one of the many photo sessions I have hosted at Meredith College. May I present you, Sandee Jene and her family, MC Class of 2004.



Please reconsider,

Laura Williams Schlabach

Meredith College Class of 2004

EL-196

From: Melinda Ferguson  
To: [Williams, John L](#)  
Subject: Meredith College Campus v. DOT  
Date: Wednesday, September 06, 2017 10:41:41 PM

1 How about a compromise?  
DOT takes the tennis complex at NC State, and Meredith builds a state-of-the-art tennis center on it's campus with use allowed for usual players and Meredith students. Funds come from players and rental by leagues.  
C'mon. Make everyone happy.  
Melinda Corpening Ferguson  
'62  
Cc: Anne Braswell McGee  
Nancy Ricker High  
Lou Perry Tippet

EL-197

From: Sue E. Holec  
To: [Williams, John L](#)  
Subject: Hillsborough Street and Wade Ave Interchange Area - NOI  
Date: Wednesday, September 06, 2017 10:00:42 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. Williams:  
I am adding my voice to the LARGE Meredith chorale of voices in saying - PLEASE DO NOT disrupt our campus...our HOME...for the convenience of traffic flow patterns. There has to be another way. And if there is not - then so be it. For all of the craziness in the world around us, the Meredith campus provides serenity in its current footprint.  
Sincerely,  
Susan E. Holec  
MCA President, Class of 1989

EL-198

From: Nicole Benjamin  
To: [Williams, John L](#)  
Subject: Greetings - Highway Expansion  
Date: Wednesday, September 06, 2017 8:55:16 PM

Mr. John Williams,

I appreciated your heartfelt regards to my alma mater Meredith College and your own personal connection. Still, I am worried that Meredith College and most importantly its habitat and the environment created as result of it will be in jeopardy if expansions extend to campus. As you all said, this project has been in the works for many many years, gathering much initiative and funds along the way and will not stop now.

- 1 With many years of planning it is difficult to overlook that such consideration for the educational institutions, that make up what the Raleigh community is all about, and the surrounding areas have not been taken into account. I fear that without being solution oriented towards this community, such a project will leave Meredith College in
- 2 particular left to pick up the pieces. From the beginning, there has been no attempt to not have "effects" or "impacts" on Meredith College and other areas. They are to be affected or impacted with or without regards to those who fund those institutions, live in them, work for them, and are educated in them.
- 3 I fully understand the need to improve roads and make sure they are safe for drivers such as myself to get to my institution, but I am upset that there is a lack of forward-thinking in your endeavour.

Our population is set to reach 9.7 billion by 2050 and the fact is that we will not have enough space for them on roads. There MUST be public transportation to accommodate for this population. If we choose to expand roads, or "improve" them in your language, by taking more natural land, there is no doubt we will reach a point where there is no more free land to be had.

- 4 It is my strong opinion that you revise your plans and focus your minds, talents and resources towards public transportation. If not on this project, on all your future projects. Raleigh is a urban community, not rural. People want more options when it comes commuting and making the community stronger. Public transportation WORKS and it WILL work in Raleigh.

Best,  
--  
Nicole Benjamin

EL-199

From: Sandra Cagle  
To: [Williams, John L](#)  
Subject: Save Meredith Land  
Date: Wednesday, September 06, 2017 7:17:10 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I am a proud 1979 graduate of Meredith College. In addition my father's mother graduated in 1907! On behalf of my family and the love we have for what it stands for, please do everything you can to save the land keeping the Meredith College campus beautiful!!

Sandra G. Cagle  
Professional Account Executive

[sandragcagle@gmail.com](mailto:sandragcagle@gmail.com)



From: Sarah Massey  
To: [Williams, John L](#)  
Subject: I-440 Expansion on Meredith College  
Date: Wednesday, September 06, 2017 4:58:01 PM

Mr. John Williams,

I thoroughly appreciated your heartfelt regards yesterday at the Meredith College presentation about our lovely campus and your own personal connection. Still, I am worried that Meredith College and most importantly its habitat will be destroyed and taken from with or without our comments. As you all said, this project has been in the works for many many years, gathering much initiative and funds along the way and will not stop now.

1 From the beginning, there has been no attempt to not have "effects" or "impacts" on Meredith College and other areas. They are to be affected or impacted with or without regards to those who fund those institutions, live in them, work for them, and are educated in them.

2 I fully understand the need to improve roads and make sure they are safe for drivers such as myself to get to my institution, but I am upset that there is a lack of forward-thinking in your endeavour.

Our population is set to reach 9.7 billion by 2050 and the fact is that we will not have enough space for them on roads. There MUST be public transportation to accommodate for this population. If we choose to expand roads, or "improve" them in your language, by taking more natural land, there is no doubt we will reach a point where there is no more free land to be had.

3 It is my strong opinion that you revise your plans and focus your minds, talents and funding towards public transportation. If not on this project, on all your future projects. Raleigh is a urban community, not rural. Public transportation WORKS and it WILL work in Raleigh.

Thank you for your time,

--  
Sarah Massey  
Meredith College  
B.S. Food & Nutrition '17  
M.S. Nutrition '19  
<https://www.linkedin.com/in/sarah-massey/>

From: Shirley Staples  
To: [Williams, John L](#)  
Subject: Comment on NCDOT proposed expansion of I-440  
Date: Wednesday, September 06, 2017 2:09:42 PM

SEE HILLSBOROUGH-WADE COMMON COMMENT #6, #9

Dear Mr. Williams:

I am a proud 1971 graduate of Meredith College. I believe the proposed expansion of I-440 will damage the mission of my alma mater and harm the people of North Carolina and beyond. Meredith graduates have served and led in the state and country for over 125 years, and I urge the NCDOT to amend the plan in a way that will foster, rather than endanger, Meredith's ability to educate young women who have the potential to improve the future for all of us.

It is clear that the proposed plan to widen I-440 between Hillsborough St and Wade Ave will irrevocably blemish the beauty of Meredith's historic campus, and will very negatively impact its peaceful atmosphere, so necessary for academic pursuits and reflection. Moreover, the ability of Meredith to expand physically and thereby educate still more deserving students will be very harmfully diminished.

North Carolina needs Meredith College to flourish. Our 22,000 living alumnae contribute immeasurably to the state and the entire country – by serving and leading in schools and board rooms, in federal and local governments, in hospitals and museums and countless other institutions and settings. Meredith graduates not only contribute to the economy, but they work to improve justice and opportunity for people at home and around the world.

I believe the NCDOT should be doing everything in its power to support this center of women's growth and education – rather than taking actions that threaten its mission.

This issue is very personal to me, since Meredith has contributed so profoundly to my own life. I grew up on a North Carolina farm and am the first person in my family to attend college. When I arrived at Meredith, my academic abilities and knowledge of the world were extremely limited. Thanks to the excellent education I received there, I was able to attain a Ph.D. from Tufts University and a J.D. from Columbia Law School, and to have a successful legal career in New York City. I was also able to volunteer at such institutions as the Gay Men's Health Crisis and the Legal Aid Society; coordinate a large pro bono legal program for victims of the 9/11 attack; and help create a charity event that has raised several million dollars for pediatric cancer research.

I truly doubt I would have been able to help others in such ways if not for the formative education, encouragement, and values I found at Meredith College.

I sincerely request that the NCDOT revise the proposed project, so that it will not diminish, but rather will support Meredith's ability to educate still more thinking, socially-conscious, and empowered young women.

Thank you for your consideration.  
Shirley Staples  
163 Garfield Place  
Brooklyn, NY 11215

EL-202

From: Hilary Allen  
To: [Williams, John L](#)  
Subject: Beltline Expansion  
Date: Thursday, September 07, 2017 11:53:41 AM  
Attachments: [image001.jpg](#)

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8

Good afternoon, Mr. Williams-

We appreciate you and your NC DOT colleagues visiting campus this week to share more information about the proposed beltline expansion and the potential impacts to our beloved campus.

Like anyone associated with the College, I am opposed to the three current proposals. Meredith College moved from downtown Raleigh in 1924 so that we would have plenty of room for future growth. In fact, the original architectural rendering of this campus is displayed in the Alumnae House. You can see this campus was in the middle of nowhere, much to the dismay of students, and there are arrows that point to Raleigh. Since that move, we have grown, and the College will continue to do so. As one of about 60 women's colleges remaining in the country, Meredith continues to be the largest women's college in the southeastern United States. We continue to recruit large classes, and just this past year had the largest fundraising year in the history of the College. Meredith is not done growing, and the loss of any land to a land locked institution would severely impact plans for future growth. The three option would have dire impacts to the west side of campus – appearance, opportunities for future growth, etc.

Aside from the loss of our property, I have concerns about how the noise, lighting, and overall appearance will impact our beautiful campus. Meredith is a residential community of learning, and part of what makes Meredith so special is this beautiful campus. The noise, lighting, and roadway nearly on top of us will drastically change our campus.

You mentioned on Tuesday that there might be some other creative measure to expand the beltline and protect our campus. I hope that you and NC DOT can do just that as part of the design/build process and urge you to go back to the drawing board.

Again, thank you for your time and willingness to be a part of a conversation with the College. I hope your wife continues with those dinner time conversations as well!

Best regards-  
Hilary Allen

Hilary S. Allen '01  
Director of Alumnae Relations | Meredith College  
3800 Hillsborough Street | Raleigh, NC 27607

EL-203

From: Suzanne Hawley  
To: [Williams, John L](#)  
Subject: I-440 Beltline Widening Proposal between Wade Ave. and H"borough St.  
Date: Sunday, September 03, 2017 5:21:36 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,

I have left you a voicemail, will be mailing you a letter, and commented on the public input website re: the negative impact all of these proposals will have on Meredith College, as well as the University Club. I'm a member of the Class of 1978, and I, along with all of my classmates, implore you and the NCDOT to find a better way to take care of the traffic problems on the Beltline that is not at the huge expense of our historic campus. As Meredith College continues to grow and send tomorrow's leaders out into the world, she needs every inch of space to continue her mission.

Thank you,

Suzanne Hawley  
Class of 1978



EL-204

From: Kim W. Osborne  
To: [Williams, John L.](#)  
Subject: Opposition to the I-440 Beltline Expansion  
Date: Tuesday, August 22, 2017 9:16:04 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8

To whom it may concern,

As a Meredith College graduate I am in opposition to all three proposals to alter/widen the I-440 Beltline, Hillsborough St, and Wade Ave. All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus. NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community. Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district. NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus. NCDOT's three plans also harm other area organizations to an unacceptable degree.

To quote our President Dr. Allen, Class of 1980, "*Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus.*"

The Meredith College community hopes you will go back to the drawing board and find a new solution to the traffic problem that doesn't negatively impact our campus. Thank you for your consideration.

--  
~ Kim W. Osborne  
Class of 2002

EL-205

From: Robinson, Beverly G  
To: [Williams, John L.](#)  
Subject: FW: I-440 Beltline  
Date: Monday, August 14, 2017 3:08:00 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

-----Original Message-----

From: Suzanne Coltrane, V. Vccccc [mailto:[mssccoltrane@gmail.com](mailto:mssccoltrane@gmail.com)]  
Sent: Sunday, August 13, 2017 11:50 AM  
To: Robinson, Beverly G <[brobinson@ncdot.gov](mailto:brobinson@ncdot.gov)>  
Cc: LarryPotts@ncleg.net  
Subject: I-440 Beltline

Dear Ms. Robinson,

I am writing because I strongly oppose the plan to expand the I-440 belt line on the west side of the Meredith College campus.

The plan would take a significant portion of the campus, in fact, 1/5 of the college's land.

Meredith is a valuable asset to our capital city, Raleigh, and to the state of North Carolina. Noted for its history, academics, and traditions, it is one of the South's top colleges. The beautiful campus with its landmark Johnson Hall would be detrimentally impacted by this plan.

Meredith has always been a good neighbor, financing its own projects with the help of the alumnae. Its ability to thrive and grow would be stunted for years to come.

An alternate route needs to be found so that Meredith College will not be affected at all. Please take into consideration the adverse effect your plan would be to Meredith.

Sincerely,

Suzanne Coltrane, a concerned Meredith alumna

Sent from my iPad

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

EL-206

From: Betsy Schrum  
To: [Williams, John L](#)  
Subject: expansion of 440  
Date: Thursday, September 07, 2017 12:03:19 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams, I have been advised through Meredith College Alumnae news that NCDOT is considering an expansion of Hwy 440 which would negatively impact the Meredith College campus. While I do not live in Raleigh, I am a graduate of Meredith, thus have a real interest in any matters that concern the school. I just want to add my name to those who have already protested expansion which encroaches on the Meredith campus.

Sincerely,  
Betsy Schrum  
Class of 1957 Meredith College

Sent from my iPad

EL-207

From: Deborah Heldtbrink Thomas  
To: [Williams, John L](#)  
Subject: I-440 expansion  
Date: Thursday, September 07, 2017 12:34:02 PM

J. Williams,

I am a non-traditional student of Meredith College and a North Carolina resident that drives I-440 every day. I implore you to reduce the impact on the Meredith College campus as much as possible. The green areas impacted by the I-440 expansion encompass green-spaces, Meredith's mature oak research forest, and Reedy creek habitats. These environments are homes to resident deer, fox, rabbit, coyote, raccoon, salamander, reptile, bird, and amphibian animal species. These environments also are home to diverse plant and mature tree species (+100-year-old oaks). Any alteration may greatly impact habitat, resident plant and animal species, water quality, soil quality, air quality, and erosion. These green spaces are necessary for students' quality of life, quality of learning, and quality of research. Any change that infringes on the campus will negatively impact Meredith College. Please continue to find ways to reduce the impacts on Meredith college and its green spaces.

Sincerely,  
Deborah Thomas

EL-208

From: Raven Alexandra Gregory  
To: [Williams, John L](#)  
Subject: Raven Gregory Meredith College Alumna Class of 2016  
Date: Thursday, September 07, 2017 11:36:29 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. Williams,

As I know we want to serve the growing population of Raleigh. It is important we preserve monuments that contribute to Raleigh's fast growing population. Meredith is a school that brings the strongest and brightest from neighboring cities, across the country, and around the world. This expansion is an opportunity to defend a place those of us apart of the Meredith Community call wonderland. This expansion could be the first of small changes made to accommodate the city. Just as the highways need to expand for a growing population; Meredith is meeting the needs of more and more strong woman every year. I do not support the expansion, but anticipate our great leaders of both the state and Meredith College can come to a stronger compromise. Thank you for your work to make our city great!

Best,

Raven

--  
Raven Gregory  
Meredith Pre- Health Post Bac '18  
Meredith College, Class of May 2016  
Bachelor of Science, Public Health | Minors: Social Work, Biology

EL-209

From: Leslie Hayes  
To: [Williams, John L](#)  
Subject: Project 1851/Meredith  
Date: Thursday, September 07, 2017 3:41:50 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8

I am a graduate of Meredith and currently the chair of the Board of Trustees. I want to ask that you reconsider the current options for the project. All three options take too much land and create a negative lasting impact on the campus. Meredith is known for its beautiful campus and this project will create noise, fumes, excessive light and takes away precious land that we will never get back. We moved to this site to create a beautiful campus and having a major highway take away land and be right against our campus is a travesty. Please reconsider. We are aware of the need to improve the interchange for increased traffic and safety, but speaking from my position on the board and as a graduate, please take a different approach. Thank you for your review.  
Leslie Hayes, Class of 1980

Sent from my iPhone

EL-210

From: Msblyth  
To: [Williams, John L](#)  
Subject: No  
Date: Thursday, September 07, 2017 3:41:42 PM

1 [ Leave things alone. Not everything has to be changed. So people have to slow down or whatever. Well??? So what. Take another route.

Sent from my iPad

EL-211

From: Camden Watts Roessler  
To: [Williams, John L](#)  
Subject: NCDOT Proposal for I-440 Expansion  
Date: Thursday, September 07, 2017 3:38:56 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #6

Hello, John.

Please revisit the plans for the NCDOT I-440 Expansion.

The current plans are too harmful to Meredith College and N.C. State University.

Since 1999, I've lived in Raleigh, N.C., and have seen firsthand how much the area has grown. There's a better way to handle the traffic increase in this area—without harming our state's colleges and universities.

I implore you to revisit the plans and find a new solution that does not harm NCSU and Meredith College.

Thank you,  
Camden

--  


Director, [Brewconomy](#)  
Founder, [The Film Society](#)  
Creator, [Crowdfund Your Film](#)

From: Maria Vincent  
To: [Williams, John L](#)  
Subject: Meredith college  
Date: Thursday, September 07, 2017 3:32:21 PM

EL-212

As a native of Raleigh, I have seen it grow drastically. The roads have never caught up to it's growth. I watched the Beltline being put in next to Meredith College and actually rode my horse on the site. My favorite spot was the stable on campus. Meredith was and still is a gem of green and tranquility in a sea of rushing cars. Don't ruin this site with more cars encroaching on it's property. You have a beautiful greenway holding back this car crush now. Where will it go? Don't make another mistake. The original beltline should have been put further out. Please think of another way to get the traffic through this tight area. Please don't take more green from this beautiful campus.  
Maria Vincent  
Sent from my iPad


1

From: Susan Burnette  
To: [Williams, John L](#)  
Subject: Meredith College concerns  
Date: Thursday, September 07, 2017 3:21:48 PM

EL-213

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please strive to find alternative ways to expand US 1 around Meredith College. The campus is such a beautiful oasis in a crowded and busy part of Raleigh. Alternative ideas are appreciated! Thank you for your attention.

Susan Burnette  
Burnette Piano Studio  
  
Sent from my iPhone

EL-214

From: Sarah Jane League  
To: [Williams, John L](#)  
Subject: I-440 Beltline Expansion Project - Meredith College  
Date: Thursday, September 07, 2017 3:07:04 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I could not agree more with Betty Webb's assessment and comments below. Request the NCDOT revisit it's planning and NOT take the 17 acres from Meredith.

\*\*\*\*\*

Professor Emerita Betty Webb, '67, shared her perspective on this issue through an opinion essay for The News & Observer. We thought that alumnae would be interested in her words.

The wisest strategy for arguing persuasively, I taught my composition students for years, is to sideline emotion and proceed rationally. I must confess that I am not finding this approach easy in light of the shocking DOT proposal that Raleigh solve one of its traffic problems by condemning 17 acres of Meredith College property. It goes without saying that doing so will transform forever the historic campus, one of the few remaining green havens inside the belt way.

While all agree that we need to do something about the traffic in Raleigh in general and the intersection of Wade Avenue and the beltway in particular, I am confident that most are as appalled as I am (or would be if they were aware of it) by the proposal to do so largely at the expense of Meredith. Really.

Yesterday, when my husband, John Rose, and I were returning from a holiday in the Cotswolds, I was sadly overwhelmed by the dramatic contrast in cultural values between England and the USA. We were caught for 15 or 20 minutes in a traffic snarl that resulted in a serious backup on a routinely busy two lane road.

When we finally made our way through the roundabout, we were rewarded by mile after mile of glorious green country side of the sort that has inspired poets, dazzled American visitors, and rewarded the English for stubbornly valuing their national and natural heritage more than they do 4-lane (much less 6-lane) highways (or flyovers!!!).

Stone houses, grand and not-so grand, some hundreds of years old and all protected by law, connect the present with the past and will continue to do so long into the future. Meandering hedgerows and ancient trees, also protected, nourish a rich eco system that will be there for our grandchildren's grandchildren. Most English would regard a 20-minute delay as a small price to pay for glorious countryside vistas that belong to everyone who drives past.

Over twenty five years of living in the USA has not acclimated my husband to the American practice of mowing down anything in our way, sacrificing our historical and natural heritage in favor of parking lots, highways, and bigger and hopefully better houses. When such a policy has run its course, there will be virtually no space left, and the environmental damage done to what space there is, irreparable.

Rather than proceeding with their current plan, which will subject students to noxious fumes from cars speeding past on tiered highways that no landscaping will be able to obscure, I would humbly (not very) suggest that DOT return to the drawing board. I am confident that they can come up with a better solution—one that will not eviscerate the campus of a college that has served Raleigh exceedingly well for over 125 years, 91 of them on this very site.

I will not insult our alums by rehearsing their contributions to Raleigh, to NC, to the USA, and to the wider world. Their achievements are well known by most N&O readers and do not require rehearsal. At Meredith they studied hard, made lifelong friends, and enjoyed fun and funny traditions. One of those, the annual search for the crook, took them to every corner of their beloved campus—where they were more likely to find a biology student checking on a field experiment in carefully developed micro

environments than they were to find the elusive crook.

They are appalled by the proposal to take away 17 acres of the place where they grew into the fine women they are today, whether they came at 18 or 40. Like the English, they want it there for those who come after them.

This is, however, not just about the Meredith students and graduates. Our campus serves its wider community in so many ways, providing enriching learning opportunities for young and old as well as convenient and welcoming venues that are enjoyed by many in Raleigh and beyond. Hundreds of visitors come on to our campus weekly.

In England such an egregious incursion would be not only unthinkable but impossible. Now that DOT has thought the unthinkable, Meredith and its friends in the community need to make sure that it is impossible.

If Meredith is to continue to Go Strong, it needs the Strong support of all its Friends and now.

\*\*\*\*\*

...sjl

*Sarah Jane League  
Meredith Class of 1967*



**From:** Riley Goolishian  
**To:** [Williams, John L.](#)  
**Subject:** Why the I-440 should be reconsidered  
**Date:** Thursday, September 07, 2017 3:03:47 PM

Mr. Williams,

Meredith College is a historic campus that has been educating the future's brightest minds for 126 years. To take away even a fraction of this campus could ruin Meredith beyond repair. I am a freshman currently at Meredith, and one of the main reasons I chose Meredith was due to how private the College was. I love how it feels like a world apart from the rushing world outside. While I can enjoy all that Raleigh has to offer, I can also retreat behind Meredith's walls and enjoy the wildlife and beauty of this historic campus. I love the feeling on campus of history connecting; as I walk the same halls that many generations of women before me have walked, all seeking the goal of a better life and education.

To take away even a fraction of this campus would be detrimental. The noise of the traffic would ensure that this campus no longer holds the quiet and peace that so many of us enjoy. In fact, by cutting into our campus, you ruin the idea that we are safe. This campus is very secure, and to have a road cutting right through us will provide ways for people to get into campus that shouldn't be here. I know a lot of young women come here due to the safety of the College, as they have had previous traumatic experiences in their life. On top of this, the road would ruin the business of the College. Girls would no longer want to come here if this safe and quiet haven is turned into a loud and disruptive area. I know I wouldn't want to come to Meredith if there had been a road running through 17 acres of our historic land. To build this road is to disrupt the line of young women coming to Meredith. I beg of you to reconsider your options and choose something that doesn't destroy something so historical and precious to so many people.

Thank you,  
Riley Goolishian

EL-216

From: Candice M  
To: [Williams, John L](#)  
Subject: Hillsborough St. & Wade Ave. exchange  
Date: Thursday, September 07, 2017 3:00:56 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. Williams,

I hope that you are doing well. I am emailing you because I am greatly distressed over the proposed Hillsborough Street and Wade Avenue exchange options. As an alumna and long time Meredith College supporter it troubles and greatly saddens me to think that a road would take a solid 20% of the campus away. We are the largest women's college in the southeast as well as a historical site. I beg of you not to go through with any option that would take away from the beauty, functionality, or value of our beautiful campus. If your wife, daughter, mother, granddaughter went to Meredith, would you be in favor of this widening project? I would hope the answer is no and that you can see things from our point of view.

Respectfully,

Candice Morgan

Usborne Books & More, Independent Consultant

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"Let me be a woman, holy through and through, asking for nothing but what God wants to give me, receiving with both hands, and with all my heart, whatever that is."

--Elisabeth Elliot

EL-217

ANN BATSON JAMES  
202 LIONS GATE DR.  
CARY, NC 27518

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

September 29, 2017

Mr. John L. Williams  
N.C. Department of Transportation  
1548 Mail Service Center  
Raleigh, N.C. 27699-1548

**Re: I-440 Beltline Widening Proposal**

Dear Mr. Williams:

Please accept these comments on the proposed widening of I-440 in the area along the western edge of Meredith College from Hillsborough Street to Wade Avenue.

As a 1967 graduate of Meredith College and a long-term volunteer of the College, I understand the significant contribution this college makes to the education of young women (and some young men), many of whom continue to live and contribute to the well-being and development of Raleigh, Wake County and North Carolina. Meredith College has a proud history of providing a very high-quality education for her graduates. In these days when some college degrees are of questionable value, Meredith continues to develop ways to make our students academically and socially prepared for their future in an uncertain world.

Unfortunately, the three proposed plans developed by NCDOT for the area along the western border of Meredith College will cause the College to lose an excessive amount of property, which will seriously impact the ability of the College to meet facility growth needs in the future, thereby limiting the contribution Meredith will make to educational advancement opportunities in North Carolina. Meredith College cannot afford to lose a foot of property along the western border of the College.

At the same time, the College recognizes the importance of widening I-440 and the value that will be returned to the citizens of our state through improved traffic flow along I-440. However, I urge the NCDOT to reconsider the three proposals, as currently set forth, and give well-reasoned consideration for the preservation of as much of Meredith College property as possible along the development area, land that will be used to provide educational benefits for hundreds of future college students vs. land use west of I-440 used strictly for private recreational use by a limited number of individuals.

It is my hope you will take my views into favorable consideration.

Sincerely,

Ann Batson James  
Class of 1967

EL-218

From: Jane Bowers  
To: [Williams, John L](#)  
Subject: Meredith College  
Date: Thursday, September 07, 2017 2:58:06 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I want to express my concern that the NC DOT is considering taking part of the Meredith campus to expand a major highway. As a 1958 graduate of Meredith, it is heart-breaking to think that such a major roadway passing so close to my former campus could ruin the amenities of a campus I hold dear. My purpose in this email is to express my opposition and ask the DOT to alter plans to encroach on the Meredith campus.

Jane Maynard Bowers

EL-219

From: Ann C Ward  
To: [Williams, John L](#)  
Subject: Meredith College & I-440 expansion  
Date: Thursday, September 07, 2017 2:56:56 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,

Please give consideration to a plan that will have the least impact on the beautiful property surrounding historic Meredith College, which continues to contribute to the lives of young women as well as contributing to the vibrancy of Raleigh and the surrounding community! I have been distressed to hear that the Meredith Community could possibly lose 20% of its campus over this "progressive" expansion. The proximity of this expansion will also surely impact the natural surroundings so much a part of this exceptional campus and adds to the greenways of Inner city Raleigh.

Thank you for consideration.  
Sincerely,  
Ann C Ward  
Class of 1970

EL-220

From: Cindy Godwin  
To: [Williams, John L](#)  
Subject: Thank you for the time you and your DOT colleagues offered to speak at the Meredith forum  
Date: Thursday, September 07, 2017 2:54:30 PM  
Attachments: [image001.jpg](#)

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

John,

I am an alumna and I am in my seventeenth year of employment at my beloved alma mater. Over this time I have seen changes and know that one of the only things certain in this life is change.

I have watched the growth and success of Meredith during times when not all institutions of higher learning have thrived. We have a responsibility to continue along this path by offering the best learning opportunities to the generations of young women that follow us. Our campus is our home and it will be their home for four years. Asking that Meredith be allowed to continue to grow within our finite footprint means that I can visualize options that take less of our campus than is currently proposed. I have heard the same from countless others.

Whatever change is ultimately made as a result of this DOT decision will affect everything about the future of our College: enrollment, retention, programs, quality of campus life, ability to engage philanthropists, alumnae, our role in the community, and our entire Meredith family. That is why this decision is so personal to me and to many of my colleagues and friends. Know that I am concerned and thoughtful for very these significant reasons. Best Regards, Cindy Godwin

*Cindy C. Godwin '74*

Associate Vice President for Institutional Advancement  
Meredith College  
3800 Hillsborough Street  
Raleigh, NC 27607

"Be the change you want to see in the world." Gandhi

PLEASE NOTE: Please remember that you can make a gift online anytime at [www.meredith.edu/giving](http://www.meredith.edu/giving). Thank you for all you do for Meredith College.



EL-221

From: Terri Bailey  
To: [Williams, John L](#)  
Subject: Expansion of the I-440 beltline  
Date: Thursday, September 07, 2017 2:53:55 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please look for other alternatives to expand the I-440 beltline and minimize the impact on Meredith College. We are eager for a solution that serves Raleigh's growing population, while preserving the character of our campus.

Sincerely,  
Terri Bailey

--  
Terri M. Bailey

2015-2016 Steering Chair, The Women's Committee, Martha Jefferson Hospital

EL-222

From: Karen Britt Peeler  
To: [Williams, John L](#)  
Subject: Meredith College  
Date: Thursday, September 07, 2017 2:49:24 PM

I am a 1976 alumna of Meredith College, a 1980 graduate of Wake Forest University School of Law, and have practiced law in Raleigh since 1980, where I have raised a family of five. I am very active in community affairs, Meredith College alumnae matters, as well as knowledgeable about matters at NC State, as some of my children are alumni from our neighboring university.

I believe strongly that taking the Meredith College property for expansion of the Beltline is a serious mistake for our community I write to encourage the DMV to reconsider this plan and find another way to obtain the property needed. Meredith is a land-locked college that serves our community and state in many wonderful ways. If a large tract is necessary at that location, why not take it from the NCSU Faculty Club tract on the other side of the Beltline, as NCSU is a much larger university with many more options, and also has another faculty club now located at the Centennial Campus? NCSU has the ability to recover from this loss of property. Meredith College does not and will be irreparably damaged.

Thank you,  
Karen Britt Peeler

Karen Britt Peeler  
Attorney at Law and Mediator  
P.O. Box 12154  
Raleigh, NC 27605

EL-223

From: fran summerlin  
To: [Williams, John L](#)  
Subject: Meredith College land  
Date: Thursday, September 07, 2017 2:45:11 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

It is very disturbing to myself and the many supporters of Meredith College that Raleigh would actually consider taking MC land. Meredith is one of the most successful women colleges left and continues to excel and grow. 'Grow' is a significant word. Meredith land should be treasured. The idea of taking up to 20 percent of the land is so shortsighted. Cars over the future of women's education.

At 70 years old and having lived in many cities in several states, I find that planning, zoning, and government often proceed with plans despite the ardent protest of the local citizens. I have come to expect deaf ears. My husband has even served on a zoning board. Please do NOT take away such a very important piece of property. Please.

Fran Summerlin  
Wilmington NC

EL-224

From: Carolyn Lynch  
To: [Williams, John L](#)  
Subject: Widening of I 440 at Meredith College  
Date: Thursday, September 07, 2017 2:44:34 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please do everything you can to find an alternate solution to the widening of I440 at Meredith College. The campus should not lose so much of the campus. I am a graduate of Meredith, my daughter is a graduate, & I want my granddaughter to enjoy the full campus experience too.

Thank you in advance for finding another solution that will not impact our campus so much!

Let's stay in touch!  
Sent from my iPhone  
Carolyn Lynch

EL-225

From: sdmcwhorter423@gmail.com  
To: [Williams, John L](#)  
Subject: Meredith College I-440 expansion  
Date: Thursday, September 07, 2017 2:38:43 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

As a Meredith alum, I would like to take this opportunity to request that every effort be made to minimize the effect of the expansion to the Meredith College campus and community. While the need for the expansion is certainly warranted, Meredith has worked hard to maintain its integrity as a vital part of the community. We appreciate any and all efforts to minimize the impact to our beloved school.

Thank you.

Susan McWhorter

Sent from my iPhone

EL-226

From: maryshulby@gmail.com  
To: [Williams, John L](#)  
Subject: Meredith  
Date: Thursday, September 07, 2017 2:27:52 PM

1 I am upset about the potential devastation to Meredith. I know that this would be an extremely expensive proposal, but why not build a bridge over both pieces of land. After traveling much of the US I became aware of the double, triple etc. bridge structures that are prevalent in other states.  
Please do not destroy these two pieces of property. Once gone they can never be reclaimed.

Sent from my iPhone

EL-227

From: Jenny Honeycutt  
To: [Williams, John L](#)  
Subject: NCDOT Wade Hampton Hillsborough Proposal  
Date: Thursday, September 07, 2017 2:23:52 PM  
Attachments: [image001.png](#)  
Importance: High

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

The Wade Hampton Hillsborough proposals need to be scrapped. I am a Meredith College Alumna, and I do not believe the NCDOT has fully considered the negative impacts to the Meredith Campus. PLEASE do not steal 1/5<sup>th</sup> of Meredith's beautiful campus!



**PLEASE NOTE OUR NEW STREET ADDRESS BELOW**

**JENNY COSTA HONEYCUTT, Esq.** | BEST HONEYCUTT, P. A.  
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EL-228

From: Ellen  
To: [Williams, John L](#)  
Subject: 440 Expansion  
Date: Thursday, September 07, 2017 2:23:32 PM

1 I am writing to express my concern and objection of seizing 17 acres of Meredith college to expand route 440. Meredith college is a historic gem and adds great value to Raleigh and North Carolina. The campus is small and by seizing 17 acres would make it even smaller. The athletic field would be taken and turned into a highway. My daughter is a student athlete at Meredith. By taking away the athletic field where are these athletes supposed to train and play? Progress is wonderful but at the same time it must be tempered with honoring historic properties and ensuring that innocent students are not the victims.

Disenchanted,  
Ellen Minnich

Sent from my iPhone

EL-229

From: Charlotte Sullivan  
To: [Wilson, Diane](#)  
Subject: I-440 Bottleneck Project at Hillsborough and Wade  
Date: Thursday, September 07, 2017 3:33:05 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Ms. Wilson,

As an alumna of Meredith College and a resident of Raleigh for almost 50 years, I understand the need for upgrades to the area of Wade and Hillsborough. However, the repercussions of the current plans are too damaging to Meredith, NCSU, and the other local businesses and residents. The comments below reflect my thoughts and those of other Meredith alumnae. Thank you for paying attention to our concerns.

*"Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus."*

- Dr. Jo Allen, President, Meredith College, Class of 1980

**Problems with the Plan**

- All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.
- Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.
- NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.
- Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.
- NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.
- NCDOT's three plans also harm other area organizations to an unacceptable degree.



EL-229

**Actions**

- NCDOT should recognize the irrevocable damage its plans would cause and immediately go back to the drawing board.
- Meredith's students (almost 2,000), staff (311), faculty (229), 22,000 living alumnae, and countless supporters are united and will petition NCDOT and other relevant parties without pause until the agency re-thinks its destructive plans.

Sincerely,

Charlotte Vick Sullivan

Meredith College, Class of 1971

EL-230

From: Alan Gould  
 To: [Wilson, Diane](#)  
 Subject: NCSU CLUB/440  
 Date: Thursday, September 07, 2017 11:54:44 AM

Dear Ms Wilson, My name is Alan Gould, I am the Executive Chef at the North Carolina State University Club, I have been employed Here for over three year's. I count on this job to feed about an average of 300-400 people a day here at the club. I have fifteen employees that WE ALL feel that the widening of 440 will ruin our club and None of us would have job's anymore due to the widening of 440. Can you help us? Can anyone help us?? It would be very hard to maintain a staff when ALL the employees know that we could close our doors if 440 comes thru our property. I Thank you for your interest in my job, and My ENTIRE STAFF at the NCSU CLUB. Alan Gould

EL-231

From: Steve  
 To: [Wilson, Diane](#)  
 Subject: I440 project  
 Date: Wednesday, September 06, 2017 5:44:15 PM

Much is been said about the I440 widening project and its affect on the University Club, and to some extent Meredith college. Could a temporary bridge be constructed over Hillsboro Street while the old bridges are demolished and rebuilt to keep the road in its original location, similar to what is being done on the Hwy 147 extension to 70 and 85 in Durham. Every foot saved will be 1 foot less that is required from the University Club and 1 foot farther from the pool.

Thanks  
Steve Weaver

EL-232

From: Shawn Lorden  
 To: [Gurak, Jill S](#)  
 Cc: [Williams, John L](#); [Wilson, Diane](#); [Hopkins, Joey](#)  
 Subject: NCDOT 440Improvement Project Design Options  
 Date: Tuesday, September 05, 2017 10:55:30 AM  
 Attachments: [NCDOT 440 Improvement Project.docx](#)

Good morning DOT project team,  
Hope everyone had a great Labor Day weekend!

1 Please find the attached letter stressing the concerns of many area residents stemming from the design options presented at your recent open house. We were informed by one DOT engineer that with this project being a design/build project, that nothing is a "done deal" and that public input certainly can influence revised design options.

Considering the short amount of time remaining for public input on the NCDOT site and the need to inform the general public using this section of the 440 corridor, slightly revised versions of this letter have been submitted to all local media groups. Our 100% goal is to inform the public of this continued hazard and encourage the NCDOT team to change the current options.

Thank you for your continued hard work and attention to this issue!

Shawn Lorden  
 Broker / Owner / BIC  
 Realty Advisors of the Carolinas, LLC



NCDOT 440 Improvement Project Team,

Thank you for the recent open house / public hearing regarding this project. Obviously the public opinion at that hearing was dominated by concerned members of the University Club and Meredith College. I am curious how much consideration is being given to additional public concerns regarding the project, more specifically the interchanges at Western Blvd and Melbourne Rd.

2

A significant concern is how the Western Blvd & Melbourne Rd interchanges will affect the intended purpose of the widening project for all travelers through this corridor. According to the DOT as stated in a recent N&O article, "this 4-mile stretch of the Beltline dates back to 1960, with outdated designs that include shorter entrance and exit ramps and the crisscrossing of entering and exiting traffic. There's an average of about one crash a day here, for an accident rate that is three times higher than the statewide average for urban interstates". With this being an obvious concern of the DOT and significant reason for the entire project, why did the DOT opt to leave this exact problem right in the middle of the corridor?

3

Both options for the Melbourne Road interchange include keeping the half interchange access ramps in place. These ramps will crisscross with all traffic entering 440 westbound from Western Blvd and traffic exiting at Melbourne Road, and the DOT has gone one step further to create the exact same crisscross pattern for traffic entering 440 eastbound from Melbourne Rd and traffic exiting to Western Blvd. As proven in the current "outdated" interchange designs and traffic patterns, this will absolutely create/keep the accident hazard in place and cause daily commuter back-ups. If the true intent of this project is to eliminate the outdated traffic patterns and dangerous ramp lengths, why wasn't an option presented that eliminates this hazard for the corridor by removing the Melbourne Rd half interchange ramps?

As many of us are trying to shed light on this situation and gain insight as to how this happened, we have received varying answers from the DOT. In a recent email response from John Williams of the NCDOT, there were two previous public meetings that basically sealed the fate of the ramps in question and safety of all 440 travelers. First meeting was December 3, 2012 when 62% of 84 comments received expressed a desire to keep the ramps open. The second public meeting held November 12, 2014 includes a petition with 130 signatures to keep the ramps open. In another response from Jill Gurak, we were told there was not an official vote that the DOT does not do that. Ms. Gurak stated that input came from the public and agencies as the Federal Highway Administration, City of Raleigh and the Capital area Metropolitan Planning Organization. Jill Gurak also indicated that the public input considered came from two open houses and small group meetings with organizations such as the West CAC and Combs Elementary PTA. How did this obvious safety issue get past the NCDOT and all the contributing agencies mentioned? Why can such a small sampling of the public, many years prior to the project start date and with NO indication of the impact that the Melbourne Rd interchange would have for the immediate neighborhood and 440 corridor being improved, dictate every design option presented by the NCDOT?

4

Furthermore, why did the NCDOT allow the preference of a small number of residents that prefer to keep the ramps to take precedence over current Federal Highway Administration guidelines? As I was recently informed by Derek Fusco, Acting Geometric Design Engineer and Interstate Access POC, with the Federal Highway Administration, "As a general guideline, the American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design of Highway and Streets* (Page 10-68 of AASHTO 2011), as well as the FHWA, recommends that interchanges be spaced no closer than one mile apart in urban areas and two miles apart in rural areas. When closer than one mile, weaving areas between the interchanges become more difficult for traffic operations."

5

Considering the intent of the 440 Improvement Project and FHWA guidelines, responsible planning by the NCDOT should, at minimum, dictate an option be presented that removes the Melbourne Rd access ramps and eliminates the daily commuter hazard that will remain in place.

As longtime residents on Melbourne Rd, another concern is how the current options will affect our home, our neighbor's homes and the negative impact on the neighborhood as a whole. Access ramps to a 6 lane highway directly to small neighborhood streets can never be a good plan. Current DOT traffic counts already indicate traffic volumes greater than the immediate neighborhood would generate at 700 vehicles per day from the west and 3700 from the east. The estimated future counts of 2600 vpd from the west and 7100 from the east far exceed what any single family home neighborhood streets are designed to handle. The city of Raleigh is already working on traffic calming measures on many of the neighborhood streets due to the cut through highway traffic. If the city and the DOT required that the Melbourne interchange ramps be removed, the city will realize a significant cost savings by minimizing the need for these projects in this area. The Melbourne Rd half interchange was a convenience to a relatively low traffic, single family home area back in 1960 but now supports traffic from high density housing along every corridor leaving the immediate area. This non-resident traffic brings high rates of speed, greater risks to pedestrians and need/cost of traffic calming measures. With at least three of the NCDOT engineers / staff working on this project living in the immediate neighborhood and likely using the "outdated / dangerously short" Melbourne / Western interchange, again we ask how this design flaw was completely missed?

6

Thank you in advance for rethinking this process and we implore you to make the proper changes for everybody's safety!

----- Original message -----  
From: [jl617b@aol.com](mailto:jl617b@aol.com)  
Date: 9/8/17 11:56 AM (GMT-05:00)  
To: "Williams, John L" <[jlwilliams@ncdot.gov](mailto:jlwilliams@ncdot.gov)>, "Wilson, Diane" <[pdwilson1@ncdot.gov](mailto:pdwilson1@ncdot.gov)>  
Subject: Project No. U-2719 Improvements to I-440

1 I oppose the inclusion of entrance and exit ramps at Melbourne Road in the design for improvements for I-440. The ramps are unnecessary as residents of the adjacent neighborhoods will have sufficient and convenient access to I-440 and I-40 at the Western Boulevard and Jones Franklin Road interchanges as well as at the Gorman Street interchange to the south. Elimination on the ramps offers many benefits to the project and the surrounding neighborhoods and only one minor adverse impact. I request that NCDOT carefully consider this option that has not been offered during the design process.

Elimination of the ramps offers the following benefits to the project:

- 2
1. Reduction of project costs by as much as \$7,000,000 based on estimated costs provided by NCDOT at the public hearing.
  2. Elimination of the need to relocate 6 residences.
  3. Elimination of the need to acquire additional right of way for the ramps.
  4. Elimination of the traffic problems associated with dumping high speed freeway traffic into a small residential neighborhood and the use of the narrow neighborhood streets as a cut through by commuters.
  5. Deboy Street could utilize the existing ramp right of way to avoid becoming a dead end street. Melbourne Road bridge could be taken down and replaced in place, Melbourne Road realigned at Kaplan Drive to a T intersection, and minimum impact on existing houses would result.

Elimination of the ramps offers the following adverse impacts on the project:

1. Minor inconvenience to a limited number of residents of the neighborhoods that utilize the ramps to access the Beltline to and from the north by increasing their commute times by perhaps 1 to 2 minutes.

The ramps provide access for residents of the Avent West neighborhood to and from the north and west areas of Raleigh served by the Beltline. The ramps were designed and constructed in the late 1950's when the Beltline ended at Jones Franklin Road, Cary was a small town with a population of a few thousand, and this neighborhood was out at the edge of town. They do not now and will not ever provide access to the south. Avent West residents are and will continue to be served access to the Beltline in both directions by the Jones Franklin Road and Western Boulevard interchanges, both of which are projected to cost nearly \$50 million each and are located only 1.5 miles apart. No resident of the neighborhood will have to drive more than 1 additional mile if the Melbourne ramps are eliminated. Public safety will not be impacted because fire and rescue stations in the neighborhood do not utilize the ramps to serve the neighborhood.

3 There is limited support within the neighborhood for inclusion of the ramps in the project, and there is strong and growing opposition to the ramps in the neighborhood, even among those who will be slightly inconvenienced by the elimination of the ramps. We long time residents were told in the early 1990's by NCDOT in the very early stages of consideration of the renovation of this section of the Beltline that the ramps did not meet current design standards and that they would be eliminated because they were too close to Western and Jones Franklin interchanges. When the ramps appeared on maps provided by NCDOT in 2014, we learned that "City of Raleigh" wanted the ramps to remain. There is no logical reason for that to remain. The only "City of Raleigh" interest in keeping the ramps that I know of came from a city council member who lives in the neighborhood and enjoys the convenience of the access but lives on a quiet street that is not impacted by cut through traffic.

I hope that NCDOT will carefully evaluate the limited benefit and many adverse impacts of the Melbourne Road ramps. I believe if NCDOT looks at the true benefit/adverse impact of the ramps and disregards the political pressure to include the ramps in the project as well as the shouts and cries of a limited number of residents who enjoy the convenience of the ramps but are not negatively impacted by the cut through traffic generated by the ramps, the decision by NCDOT will be to

4 eliminate the Melbourne Road ramps. The money saved could go to sound barrier walls and landscaping, which will have a far greater positive impact on the neighborhood and the project.

Johnny Beal  
1617 Pineview Drive  
Raleigh, NC 27606

-----  
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SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #6, #7, #9

----- Original message -----

From: Ruth Moore <[rpmoore1@LIVE.COM](mailto:rpmoore1@LIVE.COM)>

Date: 9/8/17 1:52 PM (GMT-05:00)

To: "Wilson, Diane" <[pdwilson1@ncdot.gov](mailto:pdwilson1@ncdot.gov)>, "Williams, John L." <[jwilliams@ncdot.gov](mailto:jwilliams@ncdot.gov)>

Subject: Hillsborough Street and Wade Avenue Interchange area

Dear Ms. Wilson and Mr. Williams,

As a resident of West Raleigh since 1980, a member of the N.C. State University Club, and an alumna of Meredith College, I am concerned about the NCDOT proposal to widen the I-440 Beltline, specifically, the Hillsborough Street to Wade Avenue section of the highway.

It was my understanding that the City of Raleigh was trying to discourage people from using Wade Avenue as the major thoroughfare out of downtown, west towards Research Triangle Park. If this is the case, then why is it necessary to build a gigantic fly-over at the intersection of Wade Avenue and the Beltline? Such a structure would dramatically affect the overall livability of West Raleigh. I believe that the NCDOT's plan fails to consider two very important tracts of land within the city limits that are in danger of being forever changed by such a greedy land-grabbing proposal – the N.C. State

University Club and Meredith College.

The NC State University Club is, in particular, going to be disproportionately affected by the plan. Its very existence is at stake. Out of its existing 45-acre tract of land adjacent to the Beltline, the current plan calls to take 19 of those acres, including the parking lot, all of the tennis courts, the new snack bar, and the swimming pool would be directly abutting an eight-lane interstate highway! There is no amount of money that can compensate the University Club for the loss of these facilities. This proposal would severely restrict members' enjoyment of the existing facilities, as well as any opportunity for further expansion, and its viability to continue as a recreational club is in jeopardy.

Established in 1961 as a unique recreation facility for the faculty of N.C. State, the University Club (originally the Faculty Club), has been a magnet to attract leading experts in their respective fields to N.C. State and the greater Research Triangle area. As a family-oriented recreation club, the University Club touts a 250-member youth swim team, tennis and golf teams for all ages, and provides summer and track-out sports camps for school-aged children. The clubhouse provides not only dining facilities for members, but also hosts thousands of guests each year attending civic and social functions.

My family is a "second-generation" family of University Club members, my husband's family having joined the club more than forty years ago! The club has been the site of many family celebrations. Just this summer, our niece's wedding reception was held at the club with more than 250 people in attendance, most from the greater Raleigh area – and only four of us were members! My sister-in-law's rehearsal dinner was held at the club nearly twenty years ago. I cannot begin to enumerate the many birthday parties and other special events we have attended at the club over the years. It has been an everyday part of our lives as my husband and children have grown up around the club. Our children have participated in swim team, tennis team, tennis camp, golf camp, and even been employed at the club through the years. It has been a safe haven in the middle of an urban jungle – a place to celebrate, recreate, and relax with friends and family.

Having graduated from Meredith College, I also appreciate what it has brought to our community for more than 125 years, 91 of them on the historic 225-acre campus bounded by Hillsborough Street, Wade Avenue, Faircloth Street, and the Beltline. Meredith has educated generations of professional women (and a few men at the graduate level), who play important roles in our nation, state, and local community as doctors, lawyers, educators, homemakers – even the N.C. Secretary of State! Meredith has been an upstanding member of the Raleigh community, opening its gates to thousands who have come to campus over the years, to walk or ride on the Capital City Greenway, or attending events such as the Pops in the Park, the Susan B. Komen Race for the Cure, graduations, music recitals, even weddings! My husband, Richard, and I were married 31 years ago in Jones Chapel.

Meredith's campus has already been affected by previous city and state projects – and if this project goes forward with one of proposed designs – nearly twenty percent of the College campus will have been lost! While the outlook is not as bleak for Meredith as for the University Club, this project will significantly impact Meredith's ability to grow and to expand its buildings and other learning spaces. The construction of such a project would permanently disrupt the campus experience for current

EL-234

and future students and visitors and negatively affect the college's National Register-eligible historic district.

Further, what health and safety measures are being considered to address the environmental quality issues presented by this project? The construction will bring inevitable noise, increased pollution, and other air and water quality issues that will affect thousands of people who live, work, learn, and play in the area.

Here's my point – The N.C. State University Club and Meredith College are treasures. In my opinion, there is no more beautiful land in the City of Raleigh than the gently rolling hills of West Raleigh. All you have to do is face west from either of these spots on a lovely fall evening to catch a glimpse of one of the most spectacular sunsets as the sun goes down over the horizon. As if a four-lane highway were not enough, NCDOT plans to further obstruct this magnificent scenery by adding more lanes and building a fly-over at this very site.

I understand that NCDOT must plan for the future, but the current plan is ALL WRONG! I recommend that NCDOT go back to the drawing board to design a plan that stays within the footprint of the existing highway! We don't need to pave over more of our beautiful city to get people from one place to another. Please help us preserve what green space there still is! The University Club and Meredith College will be here to serve many more generations of North Carolinians.

Thank you for your time and consideration of my input!

Sincerely,

Ruth Ponder Moore  
3201 Brantford Place  
Raleigh, NC 27607  
[REDACTED]

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EL-235

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----- Original message -----

From: "Josep J. Moyer" <jimmoyer@nc.rr.com>  
Date: 9/8/17 3:41 PM (GMT-05:00)  
To: "Wilson, Diane" <pdwilson1@ncdot.gov>  
Subject: I-440 Project

Diane:

Attached are my comments on the I-440 project. I saw in this morning N&O many have proposed taking the Service roads on the both sides of the interchange from Wade to Hillsborough, well I have also. Since you folks have more traffic use info I hope you make a wise decision.

From a more personal view, I certainly hope you have received enough comments from others about the Melbourne Rd Interchange not needing traffic lights as well as not closing Deboy St. We do not have enough traffic to warrant the lights and Deboy makes a convenient access to the Melbourne ramp, especially for us living on my side of the beltline, I use Deboy often to do so.

Thanks for the good show on the Open House, good luck with your decisions, Many thanks Joseph. J. Moyer

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*Joseph J. & Madeline P Moyer      1604 Westbridge Ct.      Raleigh, NC 27606*



9-5-17

Comments I 440 widening

Overall Comment

1 [ Love the Planters in the middle of I-440 do as much as possible, it really enhances the beauty of the road and makes me feel like I am driving in a garden, often with a woods on both sides FANTASTIC. You have to drive the Roosevelt Expressway in Philadelphia or the East side or West side expressways in NYC to realize how beautiful, and relaxing planters make a roadway, as well as keeping the opposite lane traffic headlights from blinding one at night. I must add the use of Crepe Myrtle trees enhances the visual pleasure of planters or even along side of roads like Tryon Rd. Pink and variations of it all the way to deep red are more attractive than White Crepe's.

Jones Franklin RD.

2 [ Starting where to where does Jones Franklin get widened? I like the whole idea on this one

Athens Road

If money is no concern replace the Athens Rd and Melbourne Rd bridges while keeping the old one's open cost 1.3 on Athens and 1.1 Million more on Melbourne.

Melbourne Rd

3 [ Keep Deboy open, not much traffic on it and we do not need any traffic lights to get on and off of I440. Not that much traffic that we need lights.

4 [ Make two lanes at Melbourne & Kaplan to allow turning both directions. It need only be long enough to accommodate two or three turning right cars. Turn left cars have all of Melbourne to back up onto, more than enough. To accommodate two lane widths, suggest the planter in the middle of the Kaplan/Melbourne intersection be removed. Saves maintenance money and gives space for two turn lanes.

If money is not too major a concern, I would prefer to rebuild the bridge in place. However, is money is that tight, I would accept closing Melbourne during construction but construct the Athens Rd Bridge in place to keep Athens Rd Open?

Western Blvd

Western Blvd O.K. with me, hope they can synch the traffic lights to get through from Method to the Crossover to Blue Ridge Rd and then By Powell Drive,

Ligon St

Bridge to South seems reasonable and about 1.1 mil. Cheaper

The Two Flyover solution for Wade Avenue.

- 5 [ 1. I prefer what you present and maybe if you can build the Club new tennis Courts on the back of their property and put up a Sound barrier wall all along their property it could work out.
- 2. But there is a solution if one uses Blue Ridge Rd to access Hillsborough from Wade Ave East, and from Wade Ave. West
  - a. Have East bound Wade to Hillsborough take the Blue Ridge exit. Then Blue Ridge to Hillsborough.
  - b. Have South Bound I-440 to Hillsborough use I-440 to Wade West ramp, get off at Blue Ridge Road and then Blue Ridge to Hillsborough, or go onto Wade East from I-440 South and use Faircloth St. for Hillsborough.
- 6 [ 3. Put a ramp from Blue Ridge starting above the traffic light on Wade for the Two Flyover solution to go onto I-440 South, going under the Wade to I-440 flyover. You guys can optimize lengths and radii to make all of my suggestions about these interchanges be optimum.
- d. Now you have given most of the land back to the Club and you may still have to build them a wall in front of the swimming pool, but should not have to build them new tennis courts.
- e. This solution also eliminates the traffic light on Wade that allowed Wade Traffic to Hillsborough and I-440 South,
- 3. However that does not solve the problem of a lot of taking land from Meredith.
- 7 [ 4. A radical but not to severe proposal as follows would also minimize the amount of land taken from Meredith as follows
  - a. Put a turn off at what is labeled C quadrant to go from I-440 N to Wade East under the two flyovers. This turn off allows both Northbound I-440 and the traffic from Hillsborough to get to Wade East. This eliminates the need for some of the access roads on Meredith property, gets rid of a Traffic light on Wade Ave. as well. Gives more property back to Meredith. I know you tried to stop such crossovers, but the rate

7

of traffic from I-440 getting to Wade East and Hillsborough onto I-440 North should not be very heavy. It is another idea to consider.

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11

b. Maybe change the two flyovers to go over one another more East, and South as in U2719 Hillsborough Wade-Flyover, to give more room for the off ramp from I-440 N to Wade East I propose to be in Quadrant C. A tradeoff to make the ramp be easier vs. land taken from Meridith.

5. Another option is to utilize the suggestion of 3.a above (an off ramp in Quadrant C to go under the Flyovers to Wade Ave East. That still solves the I-440 N onto Wade East entry. Then use a right or left turn from Hillsborough to Faircloth to get to Wade East and West.

a. Once on Wade Ave the driver can continue West on Wade or take the existing ramp from Wade Ave to I-440 North.

b. Then remove the ramps/roads from Hillsborough onto I-440 N and to Wade Ave. East. That leaves only the Flyover from I-440 to Wade Ave West in the Meridith property.

c. This solution minimizes use of Meridith property. The Hillsborough to I-440 and Wade Ave take a bit longer but in both of these solutions the Traffic light on Wade that in the proposed solution to enter Wade Av East is gone, hence Traffic on Wade in both directions is speeded up. This solution also eliminates the Crossover traffic on I-440 caused by my 4.a & b solution. As I Look at the 4.a.b.c. solution, the options to confuse the Hillsbourough driver attempting to get onto I-440 or Wade Ave are now removed.

6. I see you are widening Wade Ave from I-440 to and beyond Blue Ridge, good I hope that gives enough sufficient merge lane because there will be a lot of traffic onto Wade from both directions of I-440. When I sue I-440 in the Morning rush hour, I-440 south onto Wade West is often backed up or stopped on I-440 South.

7. In both of my suggestions, since the exit and entry ramps from Hillsborough to I-440 are there now, I see no reason why they should not remain.

8. Oh yes, appropriate signage will be needed for any of my suggestions to make it easier for drivers.

From: [Patphd@aol.com](mailto:Patphd@aol.com) [<mailto:Patphd@aol.com>]  
Sent: Saturday, September 09, 2017 12:08 AM  
To: Williams, John L  
Cc: [allenme@meredith.edu](mailto:allenme@meredith.edu); [patphd@aol.com](mailto:patphd@aol.com)

Subject: Beltline Project Comments from a Meredith Graduate

Aloha Mr. Williams!

As a graduate of Meredith College in 1965, I would like to thank you and others at the NCDOT for meeting with our President Jo Allen and other interested members of the Meredith Community for trying to address the I-440 Beltline's need to address the population growth in the area and maintain the beautiful grounds and green space provided by Meredith for students, faculty, alumnae, and others who enjoy visiting the many enrichment activities for the local community and others who come to visit the campus.

Although, I no longer live in North Carolina, I still visit friends and family, as well as visit the campus and maintain property in North Carolina. Before I came to Meredith as a student, my maternal grandmother, Josie McBane graduated from Meredith College and met my grandfather, Dr. Robert G. McPherson who was doing his internship at Rex Hospital. They later married and he practiced medicine in Alamance County (Saxapahaw) until he bought a hundred acre farm and moved the family on Graham rural route #2 where he had his office and made house calls in the county with a horse and buggy until cars were available. It has been said that the roads were so bad then that the good Doctor left his car on the side of the road at least once and walked back to the house to get his horse and buggy! (Some of the things I enjoyed most were the beautiful fruit trees, an array of fruits, the diversity of soils, flowering bushes, creeks and woods to roam. The property was divided by the dirt/gravel road. Today one part of the property is now a winery.

While at Meredith I married a student at N. C. State University who was in the School of Design studying architecture. We moved to Houston since it was a great place for budding young architects and opportunities to further my education (Master's degree in Social Work) and work in the community for the State. I saw much growth in the performing arts, museums, large companies (e.g., Exxon) and massive building, new loops and freeways to accommodate the population explosion both in Harris County and surrounding counties. Many of the beautiful green spaces I passed by on the way to work downtown were being replaced by buildings. I remember being in some of the neighborhoods that have been shown during the recent Hurricane Harvey that were flooded but even years ago I was flooded there and had to go home in a tow truck.

As a Federal employee, I worked and lived in several large cities that experienced loss of green space to massive population growth by replacing high rise office spaces and living spaces plus expanded freeway and loop systems. Many large cities have vastly increased their living spaces in the downtown area as people have grown tired of long commutes. (I must say that living in a high rise condo with 4 condominiums, teahouses, poi ponds, a pool, places to cook on 6 or 7 acres of green space was one of my most relaxing, delightful places to live especially since I could walk by the Cathedral, the Governor's historical mansion, the mansion where she actually lived, the state house and an array of historic sites was a pleasant environment to go to work.) I also taught on the University of Hawai'i campus that was infused with beautiful green spaces.

In my most recent visit to Meredith College for our 50th College Reunion in 2015, I enjoyed visiting North Carolina State University, including the Faculty Club, staying in one of the Meredith dorms, visiting former faculty and seeing the beautiful old campus with its new parts, too. We have expanded our partnerships with N. C. State by having some students take courses at each others campuses, sharing the faculty club and many other ways. Meredith is one of a few private colleges focused on educating women that is thriving today and continues to expand our public/private partnerships and provide services to our local and expanded community. My own family and my Meredith College family plus my work with university deans and states as part of my federal work supported me in pursuing my advanced degree at the University of Texas at Arlington where I received my Ph.D. and still continue to teach part time primarily in our MSW Program.

I look forward to hearing about your progress in meeting the population growth needs in the Raleigh area while continuing to work with Meredith College to maintain its quiet beautiful campus to support

EL-236

degree(s), the many cultural and educational activities that are provided to the broader community and the beauty it provides in the area. Patricia Newlin, Ph.D, LMSW-AP

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EL-237

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

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From: Dale [<mailto:druss27410@aol.com>]  
Sent: Friday, September 08, 2017 10:49 AM  
To: Williams, John L  
Subject: Future Construction

Meredith College is a historic college and has a historic campus. Please do nothing that will disrupt or destroy any part of the campus in any way.

*Dale Russell*  
*Class of 1975*

---

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EL-238

From: Cleo Smith  
To: [Williams, John L](mailto:Williams, John L)  
Cc: [Cleo Smith](mailto:Cleo Smith)  
Subject: Your latest head-ache I-440  
Date: Friday, September 08, 2017 2:55:48 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #10

Mr. John Williams,

I think you are the "John Williams" I dealt with during the "Public Access to Rivers and Streams" issue-----if so---how are you and why are you not retired? Retired life is great!

Any way---on to business. Having been in Raleigh since 1970 I can probably count on my fingers the number of times I have used the Hillsborough Street interchange with I-440. And I do live inside the I-440 loop. From my view why not get rid of it? Think how much money(some being from my taxes) that would save on the I-440 expansion project. This is funds that could be used other places.

In daily use I would never go to the State Fair using that interchange, and for sure "IF" (smile) I went to a NCSU ball game or other sporting event I would also not use that interchange. Sitting down and going through the various uses for the interchange there is always another route one can take without much, if any at all, inconvenience. Some improvements would be needed to the streets around the area however. But that sure would be cheaper and might make two "major" local landowners happy I would say.

Any way---just passing thoughts on how to save money!!!! As planned now, that looks to be a very complicated and expense interchange when tied in with the Wade Ave. interchange. Oh well.

Cheers, and enjoy working---I do not miss it at all!!! Notice this is not my usual, formal, typed out letter that gets real attention!!! Must be old age getting to me! And no---I am not rounding up 500 other folks to contact you!

(Mr.) Cleo F. Smith

(Mr) Cleo F. Smith  
[REDACTED]  
[REDACTED]



From: phyl D  
 To: [Williams, John L](#)  
 Subject: Re: I-440 Widening Hillsborough-Wade Interchanges  
 Date: Friday, September 08, 2017 3:36:00 PM

SEE HILLSBOROUGH-WADE  
 COMMON COMMENT #6

Mr. Williams:

I am writing as both a Raleigh Resident who travels that section of the beltline frequently and as a Meredith alumna. I urge NC DOT to go back to the drawing board and come up with options that do not take a significant portion of Meredith's campus. Meredith has managed to survive and thrive as one of the few remaining all women's undergraduate colleges. If this project takes a large portion of Meredith's campus such that it can't expand and that it becomes an undesirable campus, then the school will eventually die. An interchange that allows Meredith to keep as much as possible of its property is vital to its continued existence.

Phyllis Duncan

From: Kathryn Butler  
 To: [Williams, John L](#)  
 Subject: Asking for your consideration for long term citizens of Raleigh  
 Date: Friday, September 08, 2017 11:30:18 PM

Dear Mr. Williams,

Pardon the late date and hour of my comments, as for several months, I have been involved in both a cross country an out of country move in support of a spouse with early Alzheimers and thought I had another day for comment, but wanted to make sure I contacted you on this pressing matter.

I am a local citizen from Chatham County, NC and a 1968 graduate of Meredith College. I, like all the others who have written to you, am distraught at the idea of taking 17 acres from this historic and lovely pastoral campus and turning it into a freeway side urban nightmare.

I would like to make a number of points:

1. Is this not a disproportionate "taking" of one property given that the impact to Meredith is greater than any other property owner? How does DOT justify the taking of so much of one property?
  2. This is a "quality of life" issue for this historic college--a college which has been a citizen of Raleigh for more than 100 years (long before the current growth beset us) and which has been contributing to the education and economic life of the area for all that time.
  - 3) The proposed "improvement" of the highway is being done to benefit a lot of newcomers to the area but is being done at the expense of Meredith students, faculty and alumnae, many of whom have lived and worked in this city for multiple generations. Are we playing to those who are just arriving in all those new apartments and subdivisions, or are we considering the wishes of those who have been solid citizens and supported Wake County and North Carolina for decades?
- It has been proven, and I'm sure you have received some pertinent information on this, that additional lanes DO NOT SOLVE TRAFFIC PROBLEMS--in fact, quite often, they cause more of the same. If improvements have to be made, there are other avenues short of massive lanes and multiple level flyovers. Has DOT indeed considered all the design options to have one less impactful to the college?
- Finally, the reality of such a highway project, if it goes forward, will effectively destroy the current experience of Meredith life, will impact recruiting, and end life as the College now knows it. Is DOT prepared to essentially purchase new land for the campus, relocate all the buildings and set the campus up anew somewhere else? This is the bottom line of the economic impact the proposed highway will have on Meredith. Is the state ready to shoulder the burden of such devastation?

I hope you will hear our issues, reconsider the current plan and work with our campus leaders to craft a better solution.

Respectfully yours,

Kathryn Booth (Stewart) Butler  
 Meredith College Class of 1968

EL-241

From: Amy Moore  
To: [Williams, John L](#)  
Subject: Feedback on I-440 Expansion Plan  
Date: Friday, September 08, 2017 1:14:44 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Hello John-

As an alumna of Meredith College, I want to express my thoughts on the proposed I-440 expansion project.

This will adversely affect Meredith College by taking 1/5 of its land for the project. As a women's college who educates talented students from NC, all over the US, and all over the world, this project will affect their ability to maintain their level of excellence.

Please be safe should the storm head toward Raleigh and thank you for reading my comments.

Amy (Alm) Moore  
Meredith College 2001

EL-242

From: Molly Whitaker  
To: [Williams, John L](#)  
Subject: I-440 Expansion  
Date: Friday, September 08, 2017 12:18:52 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Hello-my name is Mary Lawrence Whitaker. I am a second generation Meredith College graduate ('79). My mother and my sister, who also has her master's and undergraduate degrees from MC, were just on campus this week, visiting the Three Sisters Garden, which is the recipient of my mother's gift to the college. While the beautiful, serene campus means different things to the three of us, we are all in agreement that every inch of the land should remain a part of the campus. It would be a real shame for the campus to lose so much property.

Thank you so much for your attention to this matter.

Mary Whitaker

EL-243

From: Debby Conyers  
To: [Williams, John L](#)  
Subject: Meredith College  
Date: Friday, September 08, 2017 11:43:49 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

If the only consideration when making improvements in traffic patterns is convenience, what does that say about the priorities of your city planners???

I wrote a long appeal a few days ago, but when I tried to post it, I don't think it ever got on this site.

Meredith is one of many colleges and universities in the Raleigh/Durham area. Most of these, including Meredith, are well-known far beyond the borders of the state of North Carolina. This is something we should take pride in, and be willing to preserve the integrity of at all costs.

These older institutions and landmarks are much more important for posterity than another highway project that will be obsolete again in another few years. If not preserved, soon the only visible monuments of our civilization will be these huge overpasses, cloverleaves, etc. with the actual capital city of this great state being diminished by them. Is our country ever going to care about our history, about preserving and maintaining the beauty of these places, or always tearing down to make way for the new. You should be thinking about new forms of transportation instead of spending on things that are so destructive of our civilization.

Deborah Conyers  
Meredith '73

EL-244

From: Alexis Keyloni Jones  
To: [Williams, John L](#)  
Subject: BELTLINE EXTENSION  
Date: Friday, September 08, 2017 9:47:46 AM

Hello Mr. Williams,

I am a Meredith College student who realizes the impact that this extension would have on our campus. As a strong, women's college we ARE growing, and those 17 acres could limit our future possibilities of expansion. We are a family, a school and a sisterhood; we value our ENTIRE campus and we work and pay dues to keep it a beautiful, safe and secluded campus.

1 Interfering with the progress of this campus speaks volumes on the opinion the NCDOT has on our all women's college. I wonder if this would be an issue if this was a branch of State's campus versus ours.

I completely stand with my sisters in saying that this is NOT okay, and I pray that this never happens (as I want to send my children and grandchildren to this school).

Thank you!  
Alexis

--  
[Alexis Jones](#)

*Resident Assistant 3rd floor Heilman  
Foreign Language Dept. Student Worker*

EL-245

From: Karen Bobinyec  
To: [Williams, John L](#)  
Subject: NCDOT Plans to Expand I-440  
Date: Friday, September 08, 2017 7:43:29 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #10

Dear Mr. John L. Williams,

Thank you for your interest in public comments on the NCDOT plans to expand I-440. My particular concern is with the Hillsborough Street and Wade Avenue Interchange Area. I am a Meredith College graduate, so my interest is in saving the Meredith College campus. But I agree with one alternative that wasn't originally proposed: please consider removing the Hillsborough Street interchange entirely. The short on-ramps created difficult merges, so I often found alternative routes, either accessing the interstate at a different location or taking backroads. With entry points at Western and Wade, there's no need to have another at Hillsborough, particularly since the road is becoming more pedestrian friendly through NC State. I suspect, as others have, that Western and Wade will become the preferred routes for traveling to Raleigh. By eliminating the entry to the interstate at Hillsborough, that removes the crossing oncoming/exiting traffic with the Wade Ave exit. This simplification alone should help safety and requires little change to the Meredith College campus and the NC State University Club. All three proposed alternatives will be detrimental to the College and the Club and seem to be unnecessary. Please help save the integrity of the Meredith College campus for all to enjoy and for continued growth.

Sincerely,  
Karen Bobinyec

EL-246

From: Stevi Poole  
To: [Williams, John L](#)  
Subject: Beltline project near Meredith College  
Date: Friday, September 08, 2017 7:42:25 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I want to voice my concern for the current plans to expand I 440 near Meredith college. The current plans that call for expanding into the Meredith College campus do not work. This is a college that has been a substantial partner in the Raleigh community. Expansion that takes away part of the campus will destroy the environment of the college and all that it provides to its students. I ask you to please consider alternatives and go back to the drawing board to come up with a new plan.

Regards,  
Stevi Poole  
Meredith College 1985

EL-247

From: Julie-Kate Hazelrigg  
To: [Williams, John L](#)  
Subject: I-440 Expansion - Hillsborough Street and Wade Avenue Interchange area  
Date: Friday, September 08, 2017 7:31:44 AM

Dear Mr. Williams,

I am writing to you today as citizen of the Triangle, a teacher in Wake County Public Schools, and an alumna of Meredith College.

While I know that public inputs are being posted online, I felt that it was more important to contact you as the Project Manager. Having looked over the plans for the I-440 expansion, I feel that a second plan can be presented to the public.

I know that these plans are worked over laboriously and that many people have put hours into creating these plans, so I do not mean to dismiss their hard work. I ask, though, that the design be reconsidered as the current plans will deliver a severe impact to our women's college. Meredith College has a long history of serving our community by being a place that fosters women in leadership. If our community wishes to grow stronger, then we must protect the institution that has produced so many of our community's female leaders.

1 By removing one-fifth of the campus, we would be severely stunting the potential growth of the college. Furthermore, the clover design for the Wade Ave exit, in particular, could be revisited to take less space from I-440's neighbors.

We all know that the belt-line needs expansion from exit 1 through exit 4; however, it does not have to come at the cost that has been presented.

Please reconsider the plans and make a second design that the public could view as an option.

Sincerely,  
Julie-Kate Hazelrigg

EL-248

From: Alma Hoffmann  
To: [Williams, John L](#)  
Subject: 440 extension at Meredith College  
Date: Friday, September 08, 2017 7:25:51 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Good morning. I am writing to express my concerns about the 440 widening project and its effect on Meredith College. Please do all you can to keep from imposing on Meredith's land. Meredith continues to have record attendance each year. It is a strong presence in Raleigh and serves so many young women. Please take the time to research every option possible before encroaching on Meredith's campus. Thank you.  
Alma Hoffmann - Meredith alum, lifelong Raleigh resident and Meredith Trustee

Sent from my iPhone

EL-249

From: Marlene Debo  
To: [Williams, John L](#)  
Subject: Bellline expansion  
Date: Friday, September 08, 2017 6:49:00 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Sir,

I can't tell you how opposed I am to the NCDOT taking land from Meredith College. Many, many others are just as opposed to the State of NC taking land from this historical and academically important institution.

I ask that you rethink your position and continue to renegotiate with Meredith and it's experts.

I'm counting on you to help save this time honored women's college.

Sincerely,

Marlene Debo  
Meredith College Class of 1980

EL-250

From: Dot Jones  
To: [Williams, John L](#)  
Subject: I-440 plans involving Meredith  
Date: Friday, September 08, 2017 12:53:18 AM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please do not chop up Meredith's beautiful campus to widen 440. I am a graduate and this would make me very sad and upset. It would hurt the campus and the school's growth. I want the college to stay afloat so this would affect the future.

Sincerely,  
Dottie Jones

EL-251

From: Ann Wall  
To: [Williams, John L](#)  
Subject: U-2719 I-440 Walnut to Wade  
Date: Friday, September 08, 2017 12:02:27 AM

September 4, 2017  
Mr. John L. Williams  
NC DOT

Re: Impact on Meredith College of Current Plans to widen I-440

Dear Mr. Williams,

I am concerned about the impact of the current DOT plans for the much-needed widening of I-440 here in Raleigh. I am an alumnus of Meredith College and daughter of an alumnus and live in West Raleigh. I regularly travel I-440 from Walnut to Wade for fun, work, shopping, to get to church and other reasons.

The 3 currently proposed designs all have unacceptable negative impacts on the Meredith College campus and are, quite simply, not worth it to our community. Some of the comments in this email relate to the overall project and some to the specific portions of the project near Wade and Hillsborough Street.

I understand the importance of widening I-440 due to the sheer growth and increase in traffic in Raleigh. However, I have to admit that I am somewhat bemused by the fact that a part of the stated rationale appears to be blaming the current I-440 width for an alleged large number of crashes. My experience is that if there are crashes, it is because of either:

- People speeding, or
- People not paying attention to the slow-down as people get off I-440 to head east on Western Boulevard

Widening I-440 by taking Meredith land is not likely to solve either of those problems. The first is a matter of law enforcement, and the second is a matter of fixing the Western Boulevard exit. And, obviously, until we go to mass transit and other alternative forms of transit, sheer increase in population and concomitant traffic increases will never be solved by mere widening of I-40. By the time it is complete, just as with I-40 through the Triangle, it will already be inadequate.

I believe that DOT has the capacity for innovation and creativity to avoid taking Meredith land while ensuring safe widening of I-440. I believe DOT can widen I-440 without destroying the private property of Meredith College and negatively impacting its operations and mission. Simple widening by condemning large swaths of the Meredith campus is unacceptable when there are, I am told, other alternatives to be explored. I understand that there are parts of the US and the world, where, for example, lanes are placed above each other.

Certainly, it appears that, at the least, the property on the other side of I-440 is already owned by the State of North Carolina whether the Museum or the University/Faculty Club. I have been to the University/Faculty Club many times over the years with friends who were members and had many enjoyable evenings there during my college years. Some of those friends have made me aware that there is, in fact, now a second NCSU university and/or faculty club located on the Centennial Campus. While the friends in question have indicated that the Centennial Campus club is not convenient (and is unfamiliar), they have also indicated that there is space there for expansion.

Meredith, on the other hand, has nowhere to expand and no way maintain a unitary campus if that land is taken by DOT through the condemnation process. Were I to be on a jury assessing DOT's monetary offer in condemnation I would certainly consider it to be a

EL-251

significant factor that the taking by eminent domain of Meredith land would provide a lack of alternatives for Meredith to maintain its close-knit and unified campus.

3 I respectfully request that NCDOT consider additional, radically different, and creative designs. Look to other states and countries for such designs, if need be. Please consider expansion on the other side of the I-440 between Hillsborough Street and Wade Avenue. No amount of money can ever replace the loss of such a significant portion of Meredith's lovely campus.

4 I am also seriously concerned about the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus. This would be highly obtrusive and disruptive and frankly, constitute light pollution.

Meredith College plays a significant role in the lives of many people as well as a valuable role as a contributing member of our community. The three current plans would have significant negative impact on Meredith and I ask sincerely ask you to reconsider.

5 With regard to the portions of the plans that call for elimination of private housing and indicate that there is adequate housing in the area - balderdash - affordable housing is becoming an increasingly vanishing commodity in Raleigh and that's a nonsensical statement. Many of the houses affected by your proposed plans are not replaceable in this housing market. Their owners would have no choice but to leave their neighborhoods and move far away in order to find something in the same price range.

6 With regard to the possible impacts on the historic Method community and the cemetery, there is just no call for those changes. The city of Raleigh has already pretty much decimated the other historic African-American community of Oberlin and not only allowed but actively encouraged over-development which has encroached on Oberlin Community and its historic cemetery almost to the extent of destroying it completely. There is no need for DOT's proposed change at that location and no need for further encroachments on one of the few remaining, relatively intact historic black communities in North Carolina.

7 Finally, I note that, after reading many of the online public comments, I have to agree with all those comments that ask why any Hillsborough Street entrance to/from I-440 is necessary at all. I did not see anything in your online presentation indicating that there is some federal requirement for an entrance/exit at that place.

Thank you for your consideration of my request,

Ann Wall

EL-252

From: Jim Maxwell  
To: [Williams, John L.](#)  
Subject: Work on 440  
Date: Thursday, September 07, 2017 11:24:37 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7

Dear Mr. Williams,

The proposal for widening and developing the 440 corridor should go back to the drawing board rather than impacting the other properties along the way. It would take land from several organizations that are important to the communities they serve, to the city of Raleigh, and to the state of North Carolina.

Meredith College in particular would be impacted detrimentally by this expansion, as it would limit Meredith's ability to grow. The DOT-proposed land would stifle already extant long range plans for Meredith to build classroom buildings, facilitate other educational opportunities, and even add dormitories, as the college continues to thrive. Please re-think the plan.

My mother graduated from Meredith in 1931 and their alumni magazine was always present in our house. Ultimately my wife was a Meredith graduate as well, and our daughter also graduated from Meredith, and now has been teaching at the school. The school has received high teaching honors in recent years and has been serving our state and its residents well. Every square foot of its land is valued and needed to continue its quality reputation in the state and the Southeast.

Any work done on 440 will dramatically increase noise volume so any planning up front needs to include noise reduction while beautifying the division between the school and the traffic corridor. Please re-think this entire proposal.

Thank you,  
Jim Maxwell  
200 Sherwood Dr.  
Huntersville, N.C. 28078

EL-253

From: Windstream  
To: [Williams, John L.](#)  
Subject: Preserve Meredith's Campus  
Date: Thursday, September 07, 2017 10:54:07 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7

Please reconsider your plans to subtract land from the campus of Meredith College for the expansion of the Raleigh belt line. The beauty of "our" campus is a definite drawing card for women seeking the quality education that Meredith College offers. The impact of the loss of seventeen acres, while increasing noise and automobile fumes at the four year college, will change Meredith's attractiveness. That would be a detriment both to Meredith and the entire city of Raleigh.

Sincerely,  
Mary Wicker  
Class of '75  
Meredith College

Sent from my iPhone

EL-254

From: Mary Esther Baker  
To: [Williams, John L](#)  
Subject: Beltline impact on Meredith  
Date: Thursday, September 07, 2017 9:52:14 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,  
I sympathize with the decisions you and your department have to make regarding widening the beltline in the vicinity of Meredith College. I don't plan to go into a lengthy paragraph/paragraphs of all the reasons Meredith's campus should remain "off limits". The most notable reason is that Meredith doesn't have any more land. It is land locked. Please do not diminish the college's campus any more. The state of NC already owns the land on the western side of the current beltline. Please go back to the drawing board and reroute the 6 lane expansion with NO IMPACT to the Meredith College campus.

Mary Esther Baker  
Class of 1996

EL-255

From: Zelma Williams  
To: [Williams, John L](#)  
Subject: I440 and Meredith College  
Date: Thursday, September 07, 2017 9:43:44 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

To Whom It May Concern:

I join other Meredith College alumnae in asking you to strongly reconsider you choices affecting the new design of I440.

I am a Meredith College graduate of the Class of 1961. I have two daughters who are also Meredith graduates and a granddaughter who is a freshman at Meredith this year. My husband worked at Meredith for 8 ½ years. There is no way to tell you what that school has meant to our family. Multiply that by thousands of others in Meredith's long history – and the influence is staggering. Meredith and the Raleigh community have had a strong relationship for over one hundred years and that will only grow stronger and more important as time goes on. We must preserve precious piece of Raleigh's history.

From a historical perspective, the current plan would be devastating for that beautiful campus! The environmental harm that would be created from traffic so close to the living/educational space would be devastating! The health impact of traffic so close to the campus would be devastating! The misuse of the acres of land on the campus and its effect on future development would be devastating!

I urge, no implore, you to continue to study alternative ways that traffic needs can be met without destroying what has given life to so many.

Sincerely,

Zelma Williams  
306 E. Noble Street  
Louisburg, NC 27549

EL-256

From: Matt Lail  
To: [Williams, John L](#)  
Subject: I-440 Widening concerns and the University Club  
Date: Thursday, September 07, 2017 9:35:16 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Good evening. First and foremost, I want to thank you and NCDOT for the openness and transparent nature of the process surrounding the I-440 Beltline widening project. It's a pleasure to live in a community where public feedback is not only requested, but appreciated.

I am writing to express my concern over what may happen to the NCSU University Club. My family has only been a member there for a handful of years now, but I can completely appreciate the positive impact it has had on our lives, from the friendships that have been built, to my three kids learning how to swim (and to swim really well!), to the fantastic family events that we bonded over. What is equally (if not more) heartening is to see the loyalty of longtime members and their families. Many of them have seen this club go from a place welcoming to just faculty and staff, to a place with renewed energy and enthusiasm in recent years. Membership numbers have grown in recent years, as has the engagement of the members. To a person, each member has a love of Raleigh and NCSU in their best interest. In addition, as far as clubs go, it is reasonably-priced and as open as any.

I completely understand that the Beltline is reaching maximum capacity and something needs to be one. Honestly, I don't know what the answer is; I have full confidence that you all have that knowledge. I don't think anyone would argue that something has to be done to account for the growing traffic we have here. But I am quite certain, also, that a widening that so directly impacts not only the NCSU practice golf range but also potentially parking, tennis and the swimming pool itself will, for all intents and purposes, be the death blow for the University Club. Many members have other options at other places for their kids to learn how to swim and learn to play tennis, etc. But Raleigh would lose a significant part of its history and its heritage. It would be sad for something that's been a part of so many lives for 50-plus years to just fade away.

Thank you for your time,  
Matt & Charity Lail  
122 N. Swain St.  
Raleigh

Matt Lail

From: Carol Dishart  
 To: [Williams, John L](#)  
 Subject: Impact of beltline on Meredith College  
 Date: Thursday, September 07, 2017 9:05:29 PM

1 Dear Sir. I am writing you to ask, once again, that you rethink the plan to expand the Raleigh belt line and take away Meredith's property and buffer from the highway traffic. As more and more people move into the area, are you just going to keep adding lanes? What about another way of thinking? Restrict cars and people, set up a busway and parking lots on either end, light rail...anything more sustainable than cars, pavement and gas usage. The amount of money to expand the belt line will be obsolete as soon as it is built.

Please consider options that would not impact with Meredith College or NC State, historical contributors to this amazing city!

Carol Webb Dishart  
 RE/MAX  
 Meredith Class of 1978

From: KENNETH D CLOSE  
 To: [Williams, John L](#)  
 Subject: Plan for widening the Raleigh beltline  
 Date: Thursday, September 07, 2017 8:57:58 PM

SEE HILLSBOROUGH-WADE  
 COMMON COMMENT #6

Hello Mr. Williams,

As a Meredith graduate, I opened my heart earlier to express the deep sadness and regret I feel about the Department of Transportation plan to use many acres of the land belonging to Meredith College to widen the beltline. However, since tomorrow is the last day to express thoughts about this project, I will do it one more time.

My family has lived in Raleigh since 1968, and we moved here for my husband to finish his degree at NSCU. It wasn't until 1980 that we could afford the tuition for me to finally get my four year degree, and I chose Meredith College as the perfect place for me, a 40- something year old freshman, to do this. It was a long and hard six years, but I did complete my education when I was 49. Needless to say, at the end of this time, I loved Meredith, because completing this lifelong goal changed my life. I was hired by Meredith after I graduated, and worked there until I retired in 2002. So by the end of those 22 years, you can imagine my stake in this college. The physical beauty of the campus added so much to this feeling of devotion. Many Meredith graduates feel this way, as you now know by the number of comments and letters you have received, but I hope you will pay attention to all of these and take this plan back to the drawing board.

Meredith also has plans for this land, and I am sure you know the value of an all women's college, especially one as large and as strong as Meredith is. To take away part of its beautiful surroundings and put it closer to traffic, not to mention cutting away the space for new dormitories or classroom buildings would not only be a crime, but a sin!

Thank you for listening to one more complaint from a Meredith graduate, and I hope you will do all you can to change the current plan for widening the beltline.

Sincerely,  
 Sandra Close- 1986  
 426 Fincastle Drive  
 Cary, NC 27513

EL-259

From: Kate Breen  
To: [Williams, John L](#)  
Subject: Proposed changes to I-440  
Date: Thursday, September 07, 2017 8:51:29 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #6

Mr. Williams,

The three proposed changes to I-440 between Hillsborough Street and Wade Avenue are unacceptable, as it appears none take the surrounding, impacted communities into consideration. To take such a significant piece of land away from Meredith College, known for educating women in the heart of Raleigh, where you're in the middle of town, yet feel like a world away, would greatly affect its beloved culture and community.

In addition, impacts to the University Club, for very similar reasons, are not warranted or justified. I believe there must be other solutions that can be reached when working with the communities impacted and I really hope your department does just that. These properties and the communities they host are integral to Raleigh and it's just not worth destroying large parts of them to address traffic flow.

Thanks,  
Kate Breen

EL-260

From: Barbara Falana  
To: [Williams, John L](#)  
Subject: I-440 Expansion Plans and Meredith College  
Date: Thursday, September 07, 2017 8:11:49 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

To whom it concerns,

The I-440 expansion plans that will deminish and engreiously impose upon the campus of Meredith College, is why am am writing to you today. As an alumna, I am in support of the Meredith administration and it's concern for a more resonable or avoidable option for highway planning in Raleigh.

Thank you for passing this letter to your committee and all NCDOT officials.

Sincerely,  
Rev. Barbara Falana, M. A., LPC

[Sent from Yahoo Mail on Android](#)

EL-261

From: Jo El Skipper  
To: [Williams, John L](#)  
Cc: [Chandler Skipper](#)  
Subject: Meredith College  
Date: Thursday, September 07, 2017 7:46:47 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I urge the DOT to reconsider it's plan to take 17 acres of Meredith College campus. This historic women's college is a beacon of higher education and has supported the empowerment and education of women even when that idea was not a popular one. This campus has been in its current location since 1926 and MUST remain intact!

We aren't talking about taking a few feet but rather 17 acres from a thriving college campus. Just last year the college celebrated 125 years of providing higher education for women and is consistently listed among "One of America's Best Colleges" by the Princeton Review. Campuses need room to grow. Who knows the needs this great campus will need over the next 125 years? Please respect this Raleigh treasure and allow Meredith College the right to keep the land that is rightfully theirs.

I am contacting my legislators as well.

Sincerely, JoEl Skipper

Sent from iPhone

EL-262

From: Laine Crowe  
To: [Williams, John L](#)  
Subject: Proposed Jones Franklin Road Alignment  
Date: Thursday, September 07, 2017 7:40:43 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #9

I sent this before, but I do not believe it went though. I am strongly opposed to the plans for Jones Franklin and how it will extremely negatively impact our campus.

Please take the time to really look at the negative impacts to the Meredith Campus. Not one of the three plans is acceptable way to treat the historic Meredith College campus.

- Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.
- The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.
- Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.
- NCDOT's three plans also harm other area organizations to an unacceptable degree.

Sincerely,

Laine Crowe



EL-263

From: Nancy Hunter  
To: [Williams, John L](#)  
Subject: I440 Expansion Impact  
Date: Thursday, September 07, 2017 7:23:35 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Mr. Williams,

I am a 1969 Meredith College alumnus. After having read information about the proposed I440 expansion, I must encourage The Board of Transportation to strongly reconsider taking land from Meredith College or NC State University for this project. Surely, there are other options that could be explored and would be just as viable.

I have had some exposure to transportation issues, as my husband, Judge Robert C. Hunter was one of the architects of the Highway Trust Fund, the purpose of which was to equalize road construction & improvement across the state. The intent was to improve our transportation system while meeting the needs of both rural and urban areas, yet cause minimal harm. I can only encourage the Board to give this project serious review and evaluate fully the harm that will be done to Meredith College.

Thank you,

Nancy Hinson Hunter, Class of 1969

Sent from my iPhone

EL-264

From: Anderson Joyce Belle Woodson  
To: [Williams, John L](#)  
Subject: I-440 Expansion Project  
Date: Thursday, September 07, 2017 6:36:53 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Good evening,

As a senior at Meredith College, I cannot begin to describe to you the countless ways in which this incredible school has helped me grow as a person, student, and scientist. The idea that Meredith's potential to grow as a school in the future is at stake, simply to improve rush hour, is a heinous suggestion in my opinion. Meredith College has over 30,000 graduates who are contributing to our world and our community in so many ways. In my time at Meredith alone, I have participated in dozens of service projects, fundraising events, canned food drives, charity 5ks, etc. Every student that leaves Meredith's campus is setting out to do incredible things, myself included. Generations of Meredith College graduates will stand behind me when I say, this is NOT okay.

I thank you for your time and look forward to seeing new suggestions that do not impact Meredith's campus.  
-Anderson Woodson

--  
Anderson Woodson  
*Meredith College '18*  
*Public Health and Biology Major*  
*Communications Minor*  
*Curamericas Club Co-President*  
*Beta Beta Beta Biological Honor Society President*  
*Learning Center Peer Research & Biology Tutor*

EL-265

From: Jessica Harris  
To: [Williams, John L](#)  
Subject: Please protect Meredith College!  
Date: Thursday, September 07, 2017 6:26:27 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please please please don't let the I440  
Expansion ruin the beauty of Meredith College. It's such an important part of Raleigh!  
Jessica Harris

EL-266

From: Sheryl Long  
To: [Williams, John L](#)  
Subject: Concern about Beltline Project and Its Impact on Meredith College  
Date: Thursday, September 07, 2017 6:23:31 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,

I am a graduate of Meredith College (class of 1994), and I write today to beg the NC Department of Transportation to reconsider its plans for the widening I-440. Please begin again and devise a plan that minimizes the impact to one of Raleigh's great institutions of higher education.

Meredith College is an oasis in a state capital that becomes more and more congested. I fell in love with Raleigh because of this beautiful campus. I met many people who were not affiliated with the college but who chose to spend their free time on our campus because of its beauty and its peaceful environment. That community use seems to have grown even greater in the 23 years since I graduated. In effect, Meredith serves almost as one of Raleigh's city parks. The current plan would strongly jeopardize this peaceful campus with the intrusion of increased noise, traffic, and lights.

Across the state -- and the nation -- Meredith is a well-respected college. In an error in which women's institutions are struggling, Meredith is thriving. I ask that our state show that it values this reputation and the future of Meredith. Please do not implement a plan that will seriously impact the college's opportunities for future building.

Again, I beg you, please revise the plans and protect Meredith's campus in every way possible. This decision would not only serve the many generations of women who have been and will be educated at Meredith College, but also serve the citizens of Raleigh.

Sincerely,  
Sheryl Long

From: Hannah Kai Squires  
To: [Williams, John L](#)  
Subject: Construction at Meredith College  
Date: Thursday, September 07, 2017 6:20:54 PM

EL-267

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Good Evening,

My name is Hannah Squires, and I am writing to you today regarding the planned construction for I-440 that will be taking away from the Meredith College Campus. I am a recent graduate of the college, and now a graduate student as well. I chose Meredith because it was a small school, however; the current plans are only going to make this school smaller. By taking away college land you are taking away from the chance that Meredith has to expand and serve other students. I entered Meredith in 2013, and I have seen each Freshman class just get bigger and bigger. Eventually the college is going to need more space in order to accommodate the growing number of students. Taking away the land from Meredith is going to inhibit this growing potential.

Meredith also has a large commuter base population. I myself drive 45 minutes to an hour to get to campus each day, simply because I know what a rewarding education I am able to receive from Meredith. Expanding I-440 is going to take away from the already small amount of commuter parking. Looking at the map that you have provided I can see where land that is currently being used for commuter parking is going to be taken away. I ask you where are you wanting the commuter students and graduate students to park when you take this away? Again you are limiting students who might drive to campus, and limiting the expansion of Meredith College and their commuter population.

This expansion is also going to back right up the the current space of the Oaks Apartments. The apartments on campus are a relatively new addition, but are something that honestly every Junior, and Senior in the college strives to possibly reach. With the classes only getting bigger, more and more students are going to want to be in the Oaks Apartments, which means that again with this expansion you are limiting Meredith from serving more students, and from the college creating the home atmosphere that has been created at the higher education institute. You are also asking the students that live in the Oaks to just put up with having a highway in their backyard, and bothering them not only during the day while they study, but at night when they are sleeping.

I drove around Raleigh in 5:00pm traffic, and I am aware that changing needs to be done in order to accommodate the large amount of traffic that is occurring on I-440. But taking away from a campus that has been in this location since at least 1907. Meredith has been ranked in the top 25% of the liberal arts colleges in America. Expanding onto Meredith land for I-440 is unfair for a college that has brought so much to its students and graduates, and has so much more to offer students later on.

I urge you to consider the concerns of this cohesive and influential community that calls Raleigh home.

Thank you

Hannah Squires  
Masters of Arts in Teaching in Special Education (Pending December, 2018)  
B.A. Psychology  
Certified Registered Behavior Technician

EL-268

From: Kelly Scott  
To: [Williams, John L](#)  
Subject: 440 and Meredith College  
Date: Thursday, September 07, 2017 5:53:53 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

To Whom It May Concern,

I am an alum of Meredith College and very concerned over the proposed plans to change the 440 Beltline. Meredith college's campus should NOT be sacrificed. Please work diligently on finding another way. The campus has great historic value and is special to many women. It should not be paved over because of traffic. Meredith College has stayed strong as many women's colleges have had to close their doors. Part of our strength is the beauty of our campus. Our school brings in women from all over the nation and world. Please go back to the drawing board and intentionally find a way that does not affect our beautiful campus. Thank you for your time,  
Kelly Scott, '98

EL-269

From: Elizabeth Fonville  
To: [Williams, John L](#)  
Subject: Meredith College  
Date: Thursday, September 07, 2017 5:35:20 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Sir,

Please do not take land away from Meredith College. This old institution needs room to continue to grow in the future. Meredith is renowned in educating women and there are not many colleges for women left. Living and learning at Meredith is an unforgettable experience. As an alumni, I realize my years at Meredith helped me form my personal participation in making the world a better place. Please find another alternative in building this road.

Sincerely,

Elizabeth Fonville  
Class of 1976

From: Steve Gardner  
To: [Williams, John L](#)  
Subject: Feedback on 440 Expansion Proposal  
Date: Thursday, September 07, 2017 5:26:17 PM

Dear Mr. Williams,

I am writing today to offer some feedback on the NCDOT's proposal for widening 440.

I respectfully ask that DOT go back to the drawing board on this proposal.

It would take land from several organizations that are so important to the communities they serve, to the city of Raleigh, and to the state of North Carolina, the NC State Club and Meredith College.

My wife's grandmother graduated from Meredith in 1930. Her mother graduated from Meredith in 1970. And she graduated from Meredith. She also teaches there and spent a lot of time on its beautiful campus. I love going on campus and I know how important it is to her and to her family. Therefore, it's important to me, too.

Meredith College would be impacted detrimentally by this expansion, as it would limit Meredith's ability to grow. The land that the DOT wants to take from Meredith is land that the College will use to build classroom buildings, educational opportunities, and even dormitories, as the college continues to thrive. When Meredith first built its campus in the 1920s, there was no such thing as 440, 40. Cars were still new.

In those nearly 100 years, of course, a lot has changed in Raleigh and North Carolina. But Meredith has survived, and it has grown and thrived. It is a slap in the face of Meredith College and the history of the state to take more land from Meredith, a place that's been around longer than the road that the DOT wants to use the land for.

There is something fundamentally wrong about taking land away from an institution that has existed in its current location longer than the road has. DOT didn't have to put 440 there to begin with, so Meredith shouldn't be the one to pay the price for the expansion.

Taking this land will limit Meredith's ability to grow, as the land that you want to take is perfect for new classroom buildings and other educational facilities. These classroom buildings are critical to Meredith's survival in this competitive college atmosphere. If Meredith cannot build new, cutting-edge facilities because their land is taken away, students will choose other colleges that can. It is not an exaggeration to say that Meredith's continued success depends on this land.

1 As well, the expansion also seems to negatively affect many of the residents of neighborhoods along the 440 corridor. Some of these residents are low income. Social justice says that we must consider the impact on their lives and homes and property values, that we shouldn't further marginalize those already marginalized in so many ways by society.

Thank you for reading. It's imperative that this proposal be scrapped and a new one made.

Thank you,

**Steve Gardner - REALTOR®**  
*"Best Realtor in Durham" -Durham Magazine, 2017*

From: Leslie Maxwell  
To: [Williams, John L](#)  
Subject: feedback on the proposal for widening 440  
Date: Thursday, September 07, 2017 5:19:17 PM

Dear Mr. Williams,

I am writing today to offer some feedback on the NCDOT's proposal for widening 440.

I respectfully ask that DOT go back to the drawing board on this proposal.

It would take land from several organizations that are so important to the communities they serve, to the city of Raleigh, and to the state of North Carolina, the NC State Club and Meredith College.

My grandmother graduated from Meredith in 1930. My mother graduated from Meredith in 1970. And I graduated from Meredith. I also teach there and spend a lot of time on its beautiful campus.

Meredith College would be impacted detrimentally by this expansion, as it would limit Meredith's ability to grow. The land that the DOT wants to take from Meredith is land that the College will use to build classroom buildings, educational opportunities, and even dormitories, as the college continues to thrive. When Meredith first built its campus in the 1920s, there was no such thing as 440, 40. Cars were still new.

In those nearly 100 years, of course, a lot has changed in Raleigh and North Carolina. But Meredith has survived, and it has grown and thrived. It is a slap in the face of Meredith College and the history of the state to take more land from Meredith, a place that's been around longer than the road that the DOT wants to use the land for.

There is something fundamentally wrong about taking land away from an institution that has existed in its current location longer than the road has. DOT didn't have to put 440 there to begin with, so Meredith shouldn't be the one to pay the price for the expansion.

Taking this land will limit Meredith's ability to grow, as the land that you want to take is perfect for new classroom buildings and other educational facilities. These classroom buildings are critical to Meredith's survival in this competitive college atmosphere. If Meredith cannot build new, cutting-edge facilities because their land is taken away, students will choose other colleges that can. It is not an exaggeration to say that Meredith's continued success depends on this land.

1 As well, the expansion also seems to negatively affect many of the residents of neighborhoods along the 440 corridor. Some of these residents are low income. Social justice says that we must consider the impact on their lives and homes and property values, that we shouldn't further marginalize those already marginalized in so many ways by society.

Thank you for reading. It's imperative that this proposal be scrapped and a new one made.

Thank you,  
Leslie Maxwell

EL-272

From: Mary V Watson  
To: [Williams, John L](#)  
Subject: 1-440 plans  
Date: Thursday, September 07, 2017 5:18:22 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Sir,

Please consider this request for your consideration and preservation of the Meredith Campus. Any time that we are able to preserve green space in our state and country, we should do so. I respectfully submit this request as a former Meredith student and a native of North Carolina.

Sincerely,  
Mary Vance Watson  
Sent from my iPhone

EL-273

From: Ellen Kirby  
To: [Williams, John L](#)  
Subject: Meredith College and the Beltway Expansion  
Date: Thursday, September 07, 2017 5:17:27 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Thank you for the opportunity to comment on the Dept. of Transportation's proposed project.

Having graduated from Meredith in 1967 I can attest to the value of a beautiful campus and the value of wide open spaces. As an alumna who recently returned to the campus I was amazed at the increasingly beautiful landscape and the care which the college gives to landscape design and maintenance.

I lived in New York City for forty years after graduating from Meredith. I was thankful every day for those who set aside Central Park as open space. Now that Raleigh has become a booming metropolis it needs now, more than ever to protect beautiful open space such as the Meredith College campus, not just for Meredith but for the greater public good.

As you continue your planning, I would urge you in the strongest way to keep the concerns of Meredith College in the forefront of your consideration.

Ellen Kirby  
Student Government President, Meredith College, 1967  
Winston-Salem, NC

Cc: Jo Allen, President, Meredith College  
Governor Roy Cooper

--  
Ellen Kirby 

EL-274

From: Kim Moore  
To: [Williams, John L](#)  
Subject: Meredith College  
Date: Thursday, September 07, 2017 4:48:52 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Please do everything you can to find an alternate solution to the widening of I440 at Meredith College. The campus should not lose so much of the campus. I am a graduate of Meredith, my mother is a graduate, & I want my daughter to enjoy the full campus experience too.

Thank you in advance for finding another solution that will not impact our campus so much!

Kim Moore  
Class of '98

Sent from my iPhone

EL-275

From: Bonnie Truelove  
To: [Williams, John L](#)  
Subject: I-440 Expansion  
Date: Thursday, September 07, 2017 4:23:52 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Regarding the I-440 belt line expansion and the impact on Meredith College: I am a graduate of Meredith. This institution has such a positive impact on many lives. Please consider reevaluating the encroachment on the campus.

Sincerely,

Bonnie Truelove  
Meredith class of 1971

From: Julia Bryan  
To: [Williams, John L](#)  
Subject: I-440 expansion  
Date: Thursday, September 07, 2017 4:36:07 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #15

Dear Mr. Williams:

The Department of Transportation expects that all current plans for expansion of I-440 between Walnut Street and Wade Avenue will take the Meredith College land now used for a commuter parking lot and a general athletic field. That is a significant blow to the campus facilities that make it a college that is attractive to students, but what the Department of Transportation fails to acknowledge is the impact on the quality of life for the College when the fumes and noise of a six-lane, high-speed highway pervade the campus.

For over 125 year, Meredith has offered an academic program and campus environment that was attractive to students and allowed it to thrive and grow and contribute substantially to the economy and vitality of the city, the region, and the state. A degraded campus environment will significantly impact Meredith's success in attracting students and that effect will have an equally significant impact beyond the campus borders.

While I realize minimizing the impact to Meredith could mean substantial impact to the University Club and believe that is certainly not desirable, the University Club can be relocated, if need be. Meredith cannot.

Above any consideration of what entity is affected to what extent by I-440 expansion, I hope the Department will be as innovative as possible in determining how to address the traffic flow issue. The future of I-400 is not the only future at stake.

Regards,  
Julia Bryan  
3401 Clark Avenue  
Raleigh, NC 27607

From: Olivia Fleming  
To: [Williams, John L](#)  
Subject: Concern about plans for 440 belt line expansion's effects on Meredith  
Date: Thursday, September 07, 2017 4:21:51 PM

As a 1971 graduate of Meredith College, I have a lot of history with the campus. I remember when Wade Avenue was not behind Meredith, and the shock and disruption when it was extended. Students had to cross that street to get to Ridgewood Shopping Center, a frequent trip. The quiet serenity of that area of the campus was broken. The barn was relocated to a distance behind the campus, across Wade Avenue. Horses no longer grazed in the fields next to the highway, where 440 is. The riding rings and jumps were relocated, to a more remote area near the new barn, a relocation that made getting to riding (a physical education course) between classes more difficult. The pastoral beauty of that end of the campus was forever changed.

Through all the road projects, changes occurred on campus as well. Meredith's campus has grown, with new buildings that are essential to the modern education of women. However, the growth has been carefully managed, and the Meredith campus has maintained its beauty which, for many, is a significant factor in choosing Meredith.

The DOT proposal will landlock Meredith and severely restrict the growth opportunities required for future success. Women's colleges have always had to overcome numerous challenges, and this last one seems particularly daunting and potentially detrimental to the college's future. While I don't like to go there in my thoughts, I have wondered if a similar plan that would place such a stranglehold on an outstanding institution of higher education would be developed to effect a men's, or a co-ed campus?

1

Please go back to the drawing board with a plan that would protect the future of a valuable resource for Raleigh, and for North Carolina.

Thank you for considering my thoughts.

Sincerely,  
Olivia Harris Fleming  
7101 Catamount Ct.S  
Raleigh, NC 27615

EL-278

From: Perri Mathews  
To: [Williams, John L](#)  
Subject: Wade Ave / Hillsborough Street-I-440 Expansion  
Date: Thursday, September 07, 2017 4:21:46 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #9

As a Meredith Alum (and future Meredithparent) and Wade Ave. resident none of these options are acceptable. The impact to this historic campus is too severe. It will deteriorate the current campus and impede future grow. Please consider these concerns:

- Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.
- The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.
- Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.
- NCDOT's three plans also harm other area organizations to an unacceptable degree.

Please go back to the drawing board and find alternatives that do not burden Meredith College. Thank you!

--

*Perri S. Mathews, CPCC, ACC*

*Organizational Change Leader & Professional Coach*

*Promoting Positive Change for Individuals & Organizations*

EL-279

From: Suzanne Letchworth  
To: [Williams, John L](#)  
Subject: Plans to widen I440 between Hillsborough St and Wade Avenue  
Date: Thursday, September 07, 2017 4:17:24 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #7, #8

Meredith College has been a strong supporter of the Raleigh and Wake County community for many years. When Meredith College moved from downtown Raleigh to its present location it had a larger footprint than it has today. That did not happen because the trustees of Meredith wanted a smaller campus. It happened because time and again Meredith was asked to give up land to build and then widen Wade Avenue and to give up land for the present I440 and Hillsborough Street.

To take more land now has the potential to seriously affect the Meredith College campus community. Each of the three proposed plans to widen I440 from Hillsborough St to Wade Avenue takes not only land but will increase noise and light pollution. Each plan will also inhibit any future growth and limit commuter parking on campus.

Meredith College understands that change happens and that in light of the growth of Raleigh and Wake County there do need to be changes made for the part of I440 that borders the Meredith College campus.

I ask that NCDOT seek to find a better solution for the interchanges. I am a problem solver and I believe that there is a different plan that will give the same or better results with less impact on the Meredith College campus. I know that you can find that solution.

Suzanne Guthrie Letchworth  
Meredith College  
Class of 1968

EL-280

From: Lucinda Glover  
To: [Williams, John L](#)  
Subject: Meredith College & the proposed expansion of I-440  
Date: Thursday, September 07, 2017 4:11:55 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I wish to go on record as a graduate of Meredith and former long-term resident of Raleigh (1989-2011) that the current plans for this expansion will put an unequally heavy burden on the college in comparison to that other surrounding entities will bear.

This expansion onto the current Meredith campus will severely curtail the planned growth of the college.

Meredith has been a responsible citizen of Raleigh throughout its life, and its alumni want it to continue to do so; however, the college should not be asked to give more than its fair share.

Please reexamine the current plans; surely there are alternatives that would be fairer.

Thank you for your attention to this issue.

Regards,

Lucinda Howell Glover  
Class of 1964

EL-281

From: Felicia Hoyle  
To: [Williams, John L](#)  
Subject: beltline project  
Date: Thursday, September 07, 2017 4:09:38 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

I am writing concerning the proposals for highway expansion which will greatly impact Meredith College. When I arrived at Meredith College in 1978, the beltline was relatively new; I remember it as an easy way to get around with relatively little traffic. As I lived and worked in the area (Wake Forest, Raleigh and Durham) through 1993, I experienced almost all of the major road-building projects and the phenomenal growth of the area. As I visit the area (and sometimes with my children who are now adults) I've laughed at myself as I've said, "I had to stop here one Sunday morning while they raised that bridge beam," or "one time this was just a dirt path while they added those lanes," or "this was just two lanes through the country back in the day" or "I have no idea where I am right now but I think I know where this comes out."

I know that change and progress are necessary and usually comes at a price. And sometimes, too late, we realize that price was too high. Vibrant neighborhoods and businesses are wiped out or irreparably damaged. Landscapes are destroyed and altered in ways that cause negative impacts that can't be stopped. We know about these places in Raleigh as well as across our state and nation. Let's not let the Meredith College campus be one of those places.

Quite honestly I was drawn to Meredith because of the beauty of the campus. I received a top-notch education there, and I loved the traditions that linked us all to her past. However, I'm not asking that you reconsider the plans for the highway based on history, though that is important. Meredith College is defying the odds right now and is a vital, strong, and even growing institution. Her landscape is essential to who she is. Please don't take any of it away from her. No regrets please!

Thank you,  
Felicia Stewart Hoyle

EL-282

From: Chandler Brown  
To: [Williams, John L](#)  
Subject: In regards to the I 440 expansion/potential impact on Meredith College  
Date: Thursday, September 07, 2017 4:09:06 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

To Who it May Concern –

I am responding to hearing about the expansion of I 440 and the potential impact it will have on the Meredith College campus.

I am a fellow class member of our current president , Jo Allen, and find myself fortunate to have been able to go to Meredith at that time.

I was not drawn to going to a larger campus having grown up in Chapel Hill and frequenting the campus and hospital often to see my physician father . The campus was overwhelming noisy and stretched far and wide even in the 60's. Whether in the stadium with my parents, walking Franklin St., lingering at the Old Well , or even when returning off and on over the years to "give it another try", I'd return with an open mind and yet again find myself frustrated that as much as I wanted to complete my Tarheel-ness , it wasn't going to happen there. I had one chance .

Neither a Deacon , nor a Wolfie ( sorry!) , and never to be a Devil , my attempts to want to be a "complete" Tarheel would have to stay in my heart. Then, I found Meredith.

Upon entrance, the campus – concise , confined , peaceful and at the same time empowering – was perfect . Surprisingly, the beltline we had just been on had virtually no intrusion . I was hooked. Campus might as well have had a 50 foot wall around it lined with a Snuggie . Although we did – if I recall correctly – have a breach just one time, with a prison escapee . Lock down, though, was swift .

But, a breach of imposing construction and takeover of campus land will not be swift and will not be nominal . It will forever change a campus that has nourished countless women . In fact, I've been pondering taking my 12 year old granddaughter to campus to "hook" her to be a Meredith Angel. Now, I wait. Why ?

I fear that for others ,like myself, that Meredith's campus intrusion by Beltline widening -although understandably needing to be addressed in some fashion- will change life at Meredith forever. And, I respectfully ask that the NC Department of Transportation's plan to widen the Beltline into Meredith's campus consider what toll it will create on campus living .

EL-282

Respectfully ,

Myra Herring Brown  
Class of '80

ChandlerBrown & Associates, Ltd.  
4425 Jamesford Dr.  
Jamestown, NC 27282



EL-283

From: troxangel38@gmail.com  
To: [Williams, John L](#)  
Subject: Hillsborough/wade ave  
Date: Thursday, September 07, 2017 4:09:03 PM

Hello.

1

I'm Heather Troxler. Meredith College graduate. Frankly, I'm trying my best to be as respectful to you as possible, but its very hard!! I lived in Raleigh for 6 years while attending Meredith College and lived in Raleigh overall from [2004-2013](#) and never had a problem with traffic on the beltline! What I find crazy and unacceptable, is that NCDOT and Washington thinks they can propose these horrible and frankly unacceptable plans ( all 3 options) and anyone associated with Meredith will be ok with having acreage taken away from the campus!!!! Its unacceptable period!!!!

2

Not that you or anyone for DOT cares, but Meredith has been in existence even before the beltline even existed!!! Its not the traffic that DOT needs to worry about, its the idiot (people) drivers that make the beltline unsafe! Obviously, no one at the state cares that you will be taking away the commuter parking lot, the MBA graduate school lot, ongoing research locations on campus and all campus locations to build future educational buildings. Plus, you will completely destroy the west side of Meredith College period....does history of a college from the 1800s mean nothing to you?!?!

Its very clear that everyone at the state does not care about Meredith College or have any respect for it because if you did the project engineers would not have even proposed such a project and would have left the Meredith College campus out of the plans all together!!!

The plans need to be redone and not include Meredith College land at all!!!

I have had family members that are exNCDOT employees and I know how the state really treats its employees! My family is so glad they got out from those jobs and have better paying jobs with better respect as well.

Please leave Meredith College alone!!

Thank you.  
Heather Troxler

*Sent from my Boost Mobile Phone.*

EL-284

From: Christina Bumgardner  
To: [Williams, John L](#)  
Subject: Concerns about beltline extension plans  
Date: Thursday, September 07, 2017 4:05:52 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #2,  
#6, #7, #9

Mr. Williams-

I have been member of the NC State University Club all of my life and a Meredith Employee for 23 years. Your belt line expansion plan threatens to irreparably harm both of these Raleigh Institutions.

Both of these are on beautiful pieces of land that enhance the character of and attraction to our fine city. Have we not just learned from Hurricane Harvey in Houston what too much concrete infill can do to a city?

One of the University Clubs strongest attributes is its tennis program. This plan dessimates the courts as well as the beautiful new pro shop and snack bar connected to them. The tennis program is thriving more than ever with its league tennis and popular camps.

The noise pollution from a roadway that comes so close to the pool and other facilities will ruin the recreational environment.

Some members will choose to leave rather than belong to a club that is so close to a busy, noisy road. This could cause financial ruin for a historic institution connected to NCSU.

Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.

The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.

Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.

Please go back to the drawing board. You have many brilliant, creative folks working for you who can surely come up with an alternative plan that will not be so destructive to two of our cities finest institutions.

Thanks for your attention,

Chrissie Bumgardner

Chrissie Bumgardner  
Director for First Year Experience  
Meredith College





EL-285

From: Betsy Pierce  
To: [Williams, John L.](#)  
Subject: I-440 bellline  
Date: Thursday, September 07, 2017 3:53:56 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

As a 1966 graduate of Meredith College I am writing to respectfully request DOT to PLEASE reconsider the proposed plans for construction on I -440 interchanges that affect the size and serenity of campus.

Betsy Pierce

Sent from my Verizon, Samsung Galaxy smartphone

EL-286

From: Camille Parker  
To: [Williams, John L.](#)  
Subject: 440 Expansion Impacts on Meredith College and NCSU University Club  
Date: Thursday, September 07, 2017 2:04:24 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #6

Hi,

Please kindly find better solutions to the 440 much needed expansion project around the Hillsborough exchange. Please preserve the social/public community good of the future of Meredith College and the NCSU University Club.

We have gifted and bright engineers at NCSU. Make it a competition and game with a good paying job at the end. I bet you will have a much better and fresh solution.

I support any solution which President Allen supports for Meredith College. Please think more on this !

Best Regards,

Camille Parker  
Certified Public Accountant  
4801 Glenwood Avenue, Suite 200  
Raleigh, NC 27612

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EL-287

From: John Kinneer  
To: [Wilson, Diane](#)  
Cc: [John Kinneer](#)  
Subject: Save the University Club  
Date: Friday, September 08, 2017 5:33:24 PM  
Attachments: [The University Club.docx](#)

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

- The University Club ("UC") has a strong and long tradition in providing for numerous youth programs for members and non-members (including summer camps) and services with its facilities – these children and programs are at serious risk as a result of the I-440 widening project ("Project")
- Many state offices, university offices, non-profits, businesses and individuals alike have meetings and conferences at the UC – the availability of providing for these groups is severely impacted with the Project
- The UC and its facilities provide a healthy athletic venue (swim team, tennis, golf, running, gym, and more) in providing for a healthy lifestyle – this active and healthy lifestyle will be diminished severely with the Project
- Currently, the UC is in strong financial wellbeing - the impact of the Project will have a detrimental effect on UC membership and its financial vitality

Respectfully,

John Kinneer, VP Commercial Banking  
Regions Bank  
3700 Glenwood Avenue, Suite 200 Raleigh, NC 27612

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EL-288

From: Melinda Pfeiffer  
To: [Wilson, Diane](#)  
Subject: I-440 comments  
Date: Friday, September 08, 2017 5:31:07 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #10

Hello,

I know you have heard from a lot of people from the NCSU Club. Please add my name to the list of people who are adamantly opposed to the widening of I-440 causing the destruction of our beloved club.

What people don't seem to understand is how much of a community we have at the UC. We celebrate there. We mourn there. We socialize. We work (with a payroll of almost \$1 million a year plus more than 100 staff members!). As longtime members, my family has celebrated a wedding, a 50th wedding anniversary, and a 50th birthday party there, among other milestones. I have been Club champion in tennis, golf, and running. I contributed a lot of money to name the running trail (along with my sister). It's a place that means so much to me, I can't even begin to express how devastating it would be to lose the club.

I think one of the most important aspects of the club is the golf course, which was built in 1966 (I believe). It has a lovely view with rolling hills. The canopy of trees provide a haven from the bustle of Wade Ave (which you really wouldn't even know was there). I have said on many occasions that we have the best sunsets in Raleigh, overlooking the golf course and vet school.

Please consider eliminating the Hillsborough St. exits. They are not necessary and in fact are redundant.

In any event, please do whatever you can to minimize the impact to such an important community resource (which is, by the way, open to being used by the public, as well). Please, I beg and implore you with all my heart. My children and I thank you from the bottom of our hearts.

Thank you

Melinda Pfeiffer

--

Melinda Pfeiffer

EL-289

From: Beverly Marchi  
To: [Wilson, Diane](#)  
Subject: Hillsborough exchange at 440  
Date: Friday, September 08, 2017 5:15:09 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #10

Thank you for the opportunity to add a comment.

A solution to disturbing both Meredith College and NC State property is to close off the Hillsborough ramps. Hillsborough St. is beyond capacity from Faircloth through NC State. I am an employee of NC State and with the closure of Dan Allen Drive by gate ... employees, students, and drivers within the community must drive AROUND campus. This has created continuous traffic on Hillsborough St. coming in and going out of campus.

When the new apartments all fill up, this will worsen. Closure of the 440 ramps at Hillsborough will reroute drivers to use alternate exits off 440 that are two lane each and can handle more traffic.

Thank you for allowing the public to voice their ideas!  
Beverly Marchi

EL-290

From: RICHARD R PATTY  
To: [Wilson, Diane](#)  
Subject: NCSU Club  
Date: Friday, September 08, 2017 5:13:51 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #10

I have been a member for over 50 years and have enjoyed the benefit to me and to the community. This facility serves more than just its members.

Taking a significant amount of land would seriously damage the club, and I hope you will pursue other alternatives such as having no exit on Hillsborough Street; nearby exits are at Lake Boone Trail and Western Boulevard.

The damage to the club under the proposed plan would be so significant that taking the whole club and relocating it on some other suitable property might be something to consider.

I hope you can avoid a very negative impact on the club.

I'm old, so the impact on me personally is minimal, but I do believe the club serves the community well.

Thank you for your consideration.

Richard Patty

Sent from my iPad

EL-291

From: Walt Densmore  
To: [Wilson, Diane](#)  
Cc: [anndensmore@bernhardt.com](mailto:anndensmore@bernhardt.com); [ann densmore](#)  
Subject: NCSU Club  
Date: Friday, September 08, 2017 5:02:08 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

To whom it may concern,

I am emailing to express my sincere concern over the proposed plan that would all but shut our fine club down. My initial visit to the University Club was back in the spring of 1982. I was a high school senior and on a recruiting trip to N.C State. Coach Jim Valvano knew I loved golf and brought me to this great club for lunch and 9 holes of golf.

It was and is the perfect showcase for young and old.

I subsequently signed with State and after school moved out of the area for many years. When my wife and I returned 11 years ago, the first thing we did was join this wonderful club as it is such a great venue to meet others. I sincerely hope there is a viable alternative to the current plan so that people who have experienced great memories and continue to make great memories will be able to do so in the future. My family and every other club member appreciates your heart felt consideration in this matter.

Regards,  
Walt Densmore

Walt Densmore  
Wilmington Box Company



EL-292

From: Worth Creech  
To: [Wilson, Diane](#)  
Subject: University Club  
Date: Friday, September 08, 2017 4:51:11 PM

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1

Please minimize any impact to the club so it can remain in its current location. We have been members for 7 years. It's a great club that enhances the lives of many people throughout Raleigh. Not just the rich or middle class, but the working class. It's the workingman's pool.

As the head of the Old Elementary Dads PTA group, the DOFOs, we have had many meetings there. All dads are welcome to this club. It's a great spot to meet. It doesn't matter color or class.

I ramble. You know what I'm asking. Keep the impacts minimum so the club can stay.

Thank you.

Worth



EL-293

From: Rebecca Duncan [<mailto:duncanr@meredith.edu>]  
Sent: Saturday, September 09, 2017 6:04 PM  
To: Williams, John L  
Subject: Beltline expansion and Meredith College

1 [ We appreciate your efforts to take into consideration the health of the college as this project moves forward. Please know that our survival is at stake; if our residences are uninhabitable, students will find another college experience. We do not have the resources to replace the housing that we just completed a few years ago.

---

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

EL-294

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #10

PO Box 17127  
Raleigh, NC 27619  
September 5, 2017

Mr. John Williams,  
NCDOT – Project Manager  
1548 Mail Service Center  
Raleigh, NC 27699-1548

Dear Mr. Williams:


Re: I-440 Beltline Widening project—Wade and Hillsborough Interchanges

I urge NCDOT to rethink these alternatives for the I-440 Beltline Widening project at Wade and Hillsborough and to develop options that take less property from Meredith College. It seems to me that a solution would be eliminating the Hillsborough interchange. That would save money and property. Is it necessary to have two interchanges within a few feet of each other? As the streets exist now, there is a box around the area that includes Faircloth/Gorman, Blue Ridge, Western and Wade. Could not those streets be expanded to take increased traffic?

It is really unconscionable for DOT to take up to 20% of Meredith's property for this interchange. No institution should be asked to make such a sacrifice in order to expand a highway. Meredith makes a huge contribution to the Raleigh and Wake County community which includes almost all of those people in the cars traveling along that section of roadway. Importantly, the school needs the capacity to expand buildings and facilities on its campus in order to continue to provide quality education and to remain a viable and vibrant college. I think that NCDOT is quite capable of developing designs that will preserve more of Meredith's campus and do less harm to its future.

John, on a different matter, I think we may have been in a meeting or two together about canoe access issues many years ago. Or, perhaps that was a different person with the same name.

Sincerely yours,



Phyllis Duncan

**ISABEL WORTHY MATTOX**

Attorney at Law

Telephone (919) 828-7171

[isabel@mattoxfirm.com](mailto:isabel@mattoxfirm.com)

September 5, 2017

North Carolina DOTS TIP U-2719  
I-440 Improvements Project  
1548 Mail Service Center  
Raleigh, North Carolina 27699-1548

Re: I-440 Beltline Widening from Jones Franklin  
Road to Wade Avenue, Raleigh, North Carolina

Ladies and Gentlemen:

In response to your request for public comment on the above referenced project, please accept the following comments from Worthy Partners, L.L.C. the family LLC which owns that parcel of land located at 900 Jones Franklin Road (Wake County PIN #0783144438).

1 Currently, our 3.87 acre parcel is an excellent site which we plan to develop or sell for restaurant, hotel or other retail use. The property has unconditioned commercial zoning with excellent proximity to significant office, residential and retail, good access to major arterials and full movement access to Jones Franklin Road from both directions. With its dynamic Raleigh/Cary border location, we feel that it is one of the best undeveloped small sites in Wake County.

According to the alignment alternative proposed by NCDOT, vehicular access to this parcel will be reduced to right-in, right-out controlled access with an unfavorable median break which will severely damage this site. As such, we urge you to allow us to retain full movement access to our property.

We would be glad to meet with you to discuss any other alternatives you might consider to lessen the impact on our property.

Sincerely,

  
Isabel Worthy Mattox

cc: M. Carter Worthy  
Marjorie H. Worthy

127 West Hargett Street, Suite 500, Raleigh, NC 27601 Post Office Box 946, Raleigh, NC 27602

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6

Dear Mr. Williams,  
As one of the 22,000 living alumnae,  
I'd like to show my support to President  
Allen and all other friends of Meredith  
College in our quest. We'd like for the  
DOT in NC to "go back to the drawing board"  
and come up with a plan both workable  
for the traffic concerns and our historic  
campus. Thank you for this much-  
deserved consideration.  
Sincerely,  
Suzanne Hawley  
Class of 1978

EL-297

Michael W. Washburn  
[REDACTED]

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #10

September 7, 2017

Ms. Diane Wilson  
NCDOT  
Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, N.C. 27699-1598

Re: Improvements to I-440  
Impact on NCSU Club

Dear Ms. Wilson:

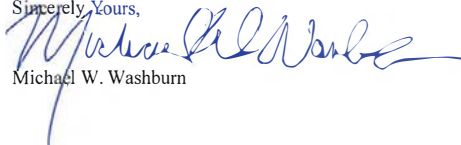
I have written before to express my disappointment at the impact of the widening project upon the North Carolina State University Club. By now you have been advised that the project as presently designed could lead to the demise of this organization.

Perhaps one of the more frustrating aspects of this project is the addition of the generous interchange at the intersection of I-440 and Hillsborough Street. This makes no sense to me and seems counter to the goals of the project. Hillsborough Street is a mess as things are. It takes a remarkable amount of time to drive from the Capitol to the Fairgrounds. The dumping of I-440 traffic onto Hillsborough Street is wholly unnecessary and in fact disruptive. NCSU does not need 'finding,' it is not an impulse destination. Even with park-and-ride the area is a mass of congestion.

Hillsborough Street can't take any more vehicles. Don't take my word for it, please see for yourself on any given afternoon. On game and event days exit traffic could bottleneck to I-440 itself. Hillsborough Street should be bypassed. There is no need for an exit there; it would mummox things up even worse than they are now. Eliminating that exit would be a big step in calming Hillsborough Street; access is still available from Blue Ridge Road which is but a short distance past the intersection. It would greatly enhance the retail attractiveness of the businesses on Hillsborough Street if consumers were not faced with a maelstrom of vehicular activity every time they wanted to make the trip.

Please eliminate that interchange and push the project away from the University Club. Thanks for your consideration. In the meantime, I remain,

Sincerely, Yours,

  
Michael W. Washburn

EL-298

6904 Woodmere Drive  
Raleigh, NC 27612  
919-848-1863  
September 6, 2017

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #10

Ms. Diane Wilson  
NCDOT - Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598

Re: Proposed Widening of I-440 in Raleigh

Dear Ms. Wilson

The initial plans for widening of I-440 in the vicinity of the North Carolina State University Club are of great concern. I believe it is likely to be a blow to the Club that it will not survive.

Our family has been members of the Club for over 40 years. Upon joining the faculty in 1977 we immediately became members. Over the years, my wife and I, our children, and now our grandchildren have enjoyed using the facility in many ways. As our interests have evolved this has included swimming, tennis, golf, dining, and sponsoring events and meetings. The facility is a great asset for the families of faculty and alumni. It serves both the need for family events (wedding receptions, etc.) and professional meetings (American Society of Civil Engineers and many others).

The loss of land and facilities will create immense problems since the existing land is already fully utilized. The draft plan for widening and proposed ramps wipes out the parking, tennis courts, the new pro shop supporting tennis and golf, and part of the already limited golf course. In recent years, the Club has undertaken major renovations funded through member dues supplemental assessments. Many of the potential benefits from those enhancements, which we are continuing to pay for, will be lost.

Design in urban areas always involves compromise from the ideal for roadway access and ramp geometry. Consideration should be given to geometry that will have less impact. Perhaps it is even time to eliminate I-440 access at Hillsborough Street since the ongoing design changes to that street have clearly been aimed at changing its function away from its historical past as a major artery.

Best regards,



David W. Johnston, NCSU '66, 68, 72  
Edward I Weisiger Distinguished Professor Emeritus  
Department of Civil, Construction, and Environmental Engineering  
North Carolina State University

From: Justus Everett [mailto:J53everett@abeutilities.com]  
Sent: Friday, September 08, 2017 6:36 PM  
To: pdwilson1@ncdot.gov; aweaver1@bellsouth.net; Becky Everett; ewilliford@gregpoole.com  
Cc: Bery, Steve  
Subject: NCSU University club /I440 widening comments / Blue Ridge Road comments

All

I have several comments as a 35 year member of the University Club  
Our business is located at 3804 Beryl Road just inside the beltline  
I live at 2012 Nakoma Place and use the Lake Boone Trail exit daily to go home and to Rex Hospital.  
My daily travels are from Lake Boone Trail to Hillsborough Street / Beryl road , jobsites, and back to Lake Boone Trail from this area.  
Becky and I have lived at 2012 Nakoma place since 1985, 32 years. I addressed the public hearing held at the McKimmon Center.

That being said I need to discuss our construction business located on Beryl Road. Our major access to Wake County and surrounding counties is Beryl Road to Blue Ridge to Western Blvd I 440 , Beryl Road to Hillsborough Street to I-440 or Blue Ridge Road. WE buy a lot of gas and fuel at the Quality Oil Station. Our primary equipment vendor is Gregory Poole Equipment Company, The CAT dealer and Cat parts depot for Eastern NC. Our go to supply source for incidentals is Burke Brothers Hardware.

1 [ WE have Class 6,7, and 8 trucks and trailers both flats and lowboys. WE haul equipment ( permit loads ) into our location for service and repair . We dispatch all crews from this location to service Wake Durham Orange and surrounding counties. Constructing both of these projects at the same time will cause immeasurable additional cost to our operations by denying access to Blue Ridge and I-440 while both are under construction.

2 [ Another consideration is EMS and Fire Truck response times to citizenry and the hospital with both of these under construction at the same time. With the direct negative impacts on EMS and Fire response times, I cannot think the City of Raleigh Fire Marshall and EMS directors can be in favor of the traffic disruption these projects will cause with a simultaneous build schedule.

3 [ We regard to the University Club impacts , the current proposed ROW taking is unnecessary ,excessive, and steeped in false thinking on a number of issues.  
The ramps on the new 540 toll road have much sharper curves than those proposed under the NCDOT plan and standard radii, requiring significantly more ROW Width. The skewed bridge crossing angles of the current NCDOT requirements are too restrictive, again requiring significantly more ROW Width.

4 [ Conversations with staff yielded that the bowstring truss pedestrian bridge connecting the House Creek greenway trail with the Art Museum Greenway trail pushed flyovers into University Club and Meredith unnecessarily and unreasonably. Move the bowstring bridge 1000-2000 ft down the hill towards Lake Boone Trail. The House Creek greenway trail parallels the I-440 in this area. The Art Museum trail can easily be extended. The Showcased bridge and picture of the bridge branded throughout the NCDOT presentation would still look the same, an up gradient photo from Lake Boone Trail. With good engineering and contractors and new foundation pedestal elements, the existing bow string trusses could be moved. Again to have this easily moved impediment create such negative impacts in ROW acquisition of adjoining properties is just not acceptable.

5 [ In numerous recent travels to Texas, they seem to be the master at squeezing bridges and intersections into already tight corridors. The bridge there are single pedestal with thin cap elements and long spans. To be sure these have a place in this corridor. The proposed plan showed few retaining walls. Again these are abundant in the narrow corridor urban roadways in Texas.

6 [ At the public hearing, I also learned that noise walls are not planned as they are not Federally funded. To think that these would not be a necessary requirement, funds or not, is illogical thinking at best. Furthermore these need to be of substantial strength to contain Class 8 truck with permit loads to 155 k pounds that frequent the area numerous times a day headed to and from Gregory Poole Equipment Company and other dealers in the area. Remember also the fairgrounds also serves as a FEMA staging area. I have seen the parking lots full of line crew trucks and equipment during disaster events.

7 [ What is even more frustrating is all of the ROW saving analysis ignored in the I440 plan for the University Club and Meredith, these will be the techniques that permit the grade separation of Blue Ridge Road and the RR tracks at the fairgrounds to be constructed. You would think what is good for the goose would be good for the gander. Again I implore you to stagger the construction of these projects to provide for both the public access and traffic flow in these areas during the construction of both projects. This can only be accomplished by constructing these at different times I-440 first and then Blue Ridge Road after the I-440 work is totally complete.

Again I remain respectfully yours

Justus Everett, PE  
President of ABE Utilities, Inc  
University Club member

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“E-mail correspondence to and from this address may be subject to the North Carolina Public Records Law and may be disclosed to third parties by an authorized City or Law Enforcement official.”

September 6, 2017

Diane Wilson  
 NCDOT – Environmental Analysis Unit  
 1598 Mail Service Center  
 Raleigh, NC 27699-1598

RE: Proposals to expand I-440, Hillsborough and Wade Ave exits

Dear Ms. Wilson:

**Instead of just saying “Don’t do this to the Meredith Campus!” and “Go back to the Drawing Board”,** I thought some suggestions might be helpful.

**1 Flyovers are not the answer.**

Flyovers are hugely expensive, consume many acres of space and are frequently bottlenecks for traffic because they are difficult to navigate. We saw examples in Austin, TX where they are prolific (apparently the bridge builder’s association had a powerful lobby), there were so many black tire marks outside the travel lanes it was obvious that there were lots of problems. One was so bad it had to be permanently closed because there were so many accidents, what a waste.

**2 Other surface streets could be enhanced to help traffic flow.**

Things like synchronizing traffic lights would improve traffic flow to allow them carry more of the load.

**3** Expanding all of I-440 would result in ever-increasing speeds above the posted limits and the entire beltway would become even more dangerous than it currently is because it’s just too curvy for high speeds, especially with so many exits in such a short distance. Apparently there is no plan to straighten any curves so it would become a curvy midtown superhighway. The noise and fumes going into the surrounding areas, Meredith College in this case, would greatly compromise the quality of life for students and staff on campus.

As an active Meredith alum, I have a vested interest in wanting the campus to retain it’s beauty and serenity and also to retain the land that was acquired with foresight to provide for the future of the institution. The historical significance of the nearly century old campus is precious to the thousands of women who have spent an important part of their lives there. We want to protect the history and the future of this place that is special not only to alumnae but to all of Raleigh and North Carolina.

**Now “Go back to the Drawing Board, Don’t do this to the Meredith Campus!”**

Sincerely,

  
 Linda Blanchard Sparks '67

SEE HILLSBOROUGH-WADE  
 COMMON COMMENT #6, #7

August 31, 2017

Ms. Diane Wilson  
 NCDOT–Environmental Analysis Unit  
 1598 Mail Service Center  
 Raleigh, NC 27699–1598

Dear Ms. Wilson:

I am writing to voice my opposition to the three plans presented for widening the I–440 beltline near Hillsborough Street and Meredith College. They all adversely affect the campus of Meredith College. I am a graduate of the college and I love this campus. Taking so much (20%) of the property will forever impact the growth, commuter parking, noise, environment, future development and the beauty of the school. The campus is not that large, so these proposals have a negative outcome. If we had acres and acres to spare, it might be a different scenario. The campus is already wedged in with I–440, Hillsborough, Faircloth and Ridge Road as its borders.

I implore the NCDOT to change the design so as not to harm the campus of Meredith College. Thank you.

Sincerely,



Meredith E. Muse



EL-302

Michael W. Washburn  
[REDACTED]

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #1, #4, #10

August 31, 2017

Ms. Diane Wilson  
NCDOT  
Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, N.C. 27699-1598

Re: Improvements to I-440  
Impact on NCSU Club

Dear Ms. Wilson:

The purpose of this letter is to express my great disappointment at the impact of the widening project upon the North Carolina State University Club. By now you have been advised that the project as presently designed could lead to the demise of this organization.

This will impact not just the business, including approximately 150 employees, but 900 families. There does not seem to be any compelling need for an interchange at the Hillsborough Street location. The environmental impact study was factually inaccurate regarding this project.

Please eliminate the interchange and push the project back to centerline, not a wholesale shift toward the Club. In the meantime, I remain,

Sincerely Yours,

  
Michael W. Washburn

EL-303

198 Hibiscus Drive, # 521  
Punta Gorda, FL 33950  
August 31, 2017

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #6, #15

Ms. Diane Wilson  
NCDOT  
Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598


Dear Ms. Wilson:

In the 1960s, public outcry was instrumental in preventing the construction of a highway through the historic Oakwood section of Raleigh. Now the proposed widening of I-440 in the Hillsborough Street and Wade Avenue Interchange Area threatens to incorporate twenty percent of Meredith College's property.

The visual importance of this beautiful campus to the city is obvious. As one of the six Cooperative Raleigh Colleges, its economic impact is also significant. According to the CRC website, in 2013, these colleges contributed an estimated \$8 billion to the Wake County economy. They accounted for 205,413 jobs for faculty, staff, students and alumni.

As a Meredith alumna, I implore the NCDOT to find a way to utilize the substantial amount of state-owned land near this section of I-440, thereby allowing this well-respected college to continue to grow and to serve.

Respectfully,

  
Helen Smith Paul

From the  
News + Observer  
April 17, 2017

SEE HILLSBOROUGH-WADE  
COMMON COMMENT #10

EL-304

THE PEOPLE'S FORUM

YOUR OPINION Thursday, Aug 17, 2017

DON'T CLOSE CLUB

I appreciated "NC State University Club members: Beltline widening could force us to close" (Aug. 9) and "Meredith president opposes taking campus land to widen Beltline" (Aug. 7). The widening of I-440 (Beltline) between Walnut Street and Wade Avenue is necessary. The

massive taking of land between Wade and Hillsborough Street is not. The highway engineers explained to us the taking is necessary because Wade Avenue and Hillsborough Street are too close to allow mixing of entering and exiting traffic between these roads. Therefore, they say, the destruction inflicted on Meredith College and the NCSU Club is inevitable.

No, it is not. The best solution is to remove the entry and exit ramps to, and from I-440 at Hillsborough Street. This street is no longer a major carrier of traffic. Cars coming

eastward from Highway 54 can easily divert to Western Boulevard. East of the Beltline, Hillsborough is no longer a major carrier of traffic; recent changes to Hillsborough near NCSU make this obvious. Let the heavy through traffic use Wade or Western. By doing so, protect Meredith and save the club, one of West Raleigh's most important institutions.

James E. Crox  
Professor Emeritus  
of History, NCSU

P. 8 A

Mr. John L. Williams  
% NCDOT

Dear Mr. Williams,

Here is one suggestion to avoid the damage to the Meredith College Campus. As a 3 generation family of Meredith alumnae, it would be a tragedy to use the Meredith land for more traffic.

Sincerely,  
(Mrs.) Dorothy L. Goodwin

P O Box 368  
Ashe, NC 27502

[Redacted]

EL-305



JFMI

North Carolina DOT STIP U-2719  
I-440 Improvements Project  
John L. Williams, P.E.  
1548 Mail Service Center  
Raleigh, NC 27699-1548

8 September 2017

RE: Comments per August 8<sup>th</sup> Public Hearing (Jones Franklin Road Interchange)

Dear Mr. Williams,

After reviewing the Draft Environmental Assessment & 2017 Details Study Alternative Maps, attending the August 8<sup>th</sup> 2017 Public Hearing, and meetings with stakeholders, we are submitting this comment letter for consideration by the NCDOT.

- 1 [ We request that a median break be added at the existing driveway between PINs 0783 14 5052 and 0783 14 7344 (exhibit attached). This location will align with a future public street currently being designed for this location. Alternately, the proposed median break between the southern two stoplights could be shifted south approximately 260' to align with the intersection. We are requesting this for the following reasons;
  - 1 Cont. [ 1. A median break at this location would serve the greatest number of properties along this portion of the Jones Franklin Right of Way. There are seven different parcels that currently have unimpeded access to their sites from both travel directions on Jones Franklin Road. The proposed median, as shown on the August 8th map, negatively impacts all of these properties. Five of the affected properties are zoned OX-3 and two are zoned CX-3. Office, Hotel and Retail uses are highly dependent on having adequate access and the median as proposed greatly restricts or eliminates that access and the development potential for all of these properties.
  - 1 Cont. [ 2. A public street is planned on the east side of Jones Franklin to serve the frontage lots and the three existing flag lots. Providing a median break with turn lanes at this location would allow a left over access to the public street from the I440 interchange without forcing a high number of dangerous U turns at the southernmost Jones Franklin lighted intersection.
  - 1 Cont. [ 3. The two Worthy Partners parcels on the west side of Jones Franklin are adversely affected by the currently proposed median break location. The current median break is located near the widest section of the southern parcel, which is also shown as Controlled Access. This is a potential retail or hotel site and will require a left turn towards the I440 interchange. This could be accommodated with an appropriately designed median break at the proposed public street location as indicated in the previous comment.

The SITE Group  
1111 Oberlin Road  
Raleigh NC 27605

1/2

[Redacted]

1 Cont. [ 4. The currently proposed configuration will lead to a public street intersection conflicting with a proposed turn lane taper. Moving the median break to the location we have requested will eliminate the need for the left turn taper and the turnaround bulb currently shown and eliminate the conflict.

1 Cont. [ 5. Providing a median break at the location we have proposed will eliminate the need for the turnaround bulb. The turnaround bulb has significant negative impacts on the Worthy Partners parcels. It extends the proposed right of way 35' into the site beyond the required Jones Franklin road section near the widest portion of the property, depriving both parcels of critical lot width. The additional fill required to construct the bulb is another factor that constraints future development. With a median break at our requested location, it is feasible that people exiting could turn left on to Jones Franklin eliminating the need for the turnaround bulb.

This letter is submitted on behalf of the owners or agents of the following properties:

- 800 Jones Franklin Road PIN: 0783 14 7726 Worthy Partners
- 900 Jones Franklin Road PIN: 0783 14 4438 Worthy Partners
- 901 Jones Franklin Road PIN: 0783 14 7344 Jones Franklin, LLC
- 905 Jones Franklin Road PIN: 0783 14 9299 Lake Johnson Properties, LLC
- 915 Jones Franklin Road PIN: 0783 14 7068 Jones Franklin Properties, LLC
- 0 Jones Franklin Road PIN: 0783 14 9096 Lake Shore Associates, Inc

We appreciate your hard work and consideration of our request. We look forward to your response.

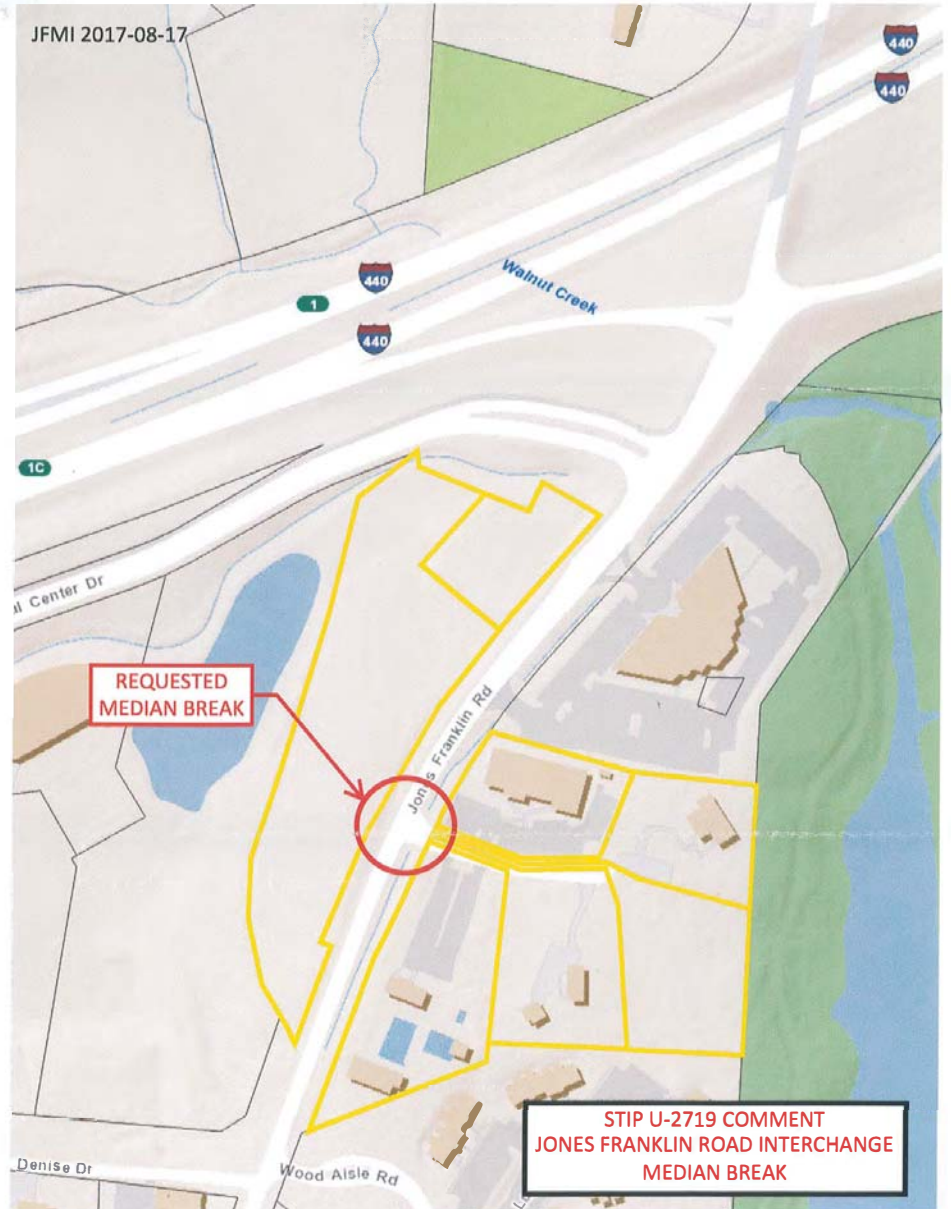
Thank you,

Brandon Moore, RLA  
Principal  
The Site Group, PLLC

CC: Jeremy Medlin, Carter Worthy, Marjorie Worthy, Isabel Mattox, Charlie Musser, Henry Wells, Brad Strickland, Josh Dalton, Ed Sconfienza

The SITE Group  
1111 Oberlin Road  
Raleigh NC 27605

JFMI 2017-08-17





GRADY L. SHIELDS  
gshields@wyrick.com

Wyrick Robbins Yates & Ponton LLP  
ATTORNEYS AT LAW

4101 Lake Boone Trail, Suite 300, Raleigh, NC 27607  
PO Drawer 17803, Raleigh, NC 27619  
P: 919.781.4000 F: 919.781.4865 www.wyrick.com

August 30, 2017

**Via U.S. Mail  
and Email**

Diane Wilson  
NCDOT – Environmental Analysis Unit  
1598 Mail Service Center  
Raleigh, NC 27699-1598  
PDWilson1@ncdot.gov

**Re: Improvements to I-440 between Walnut Street and Wade Avenue Including Interchanges – STIP Project No. U-2719; Federal Aid No. IMSMHS-0440(10); Our File No. 24109.044**

Dear Ms. Wilson:

This law firm represents Z.A. Sneedeen’s Sons Inc., the owner of the property located at 4500 Western Boulevard, the intersection of Western Boulevard and Blue Ridge Road in Raleigh, where K-Mart is the current tenant. We are writing to provide Z.A. Sneedeen’s Sons, Inc.’s comments on the proposed Double Crossover Diamond for the Western Boulevard interchange. Our client is also currently working with The Site Group with respect to the property, and The Site Group is submitting separate comments to you directly. For your convenience, we are attaching and enclosing two diagrams, prepared by The Site Group from a CAD file for the interchange, that illustrate our comments.

1 [ First, we must note that the selection of the Double Crossover Diamond approach, as opposed to a more traditional approach for the interchange, is itself unnecessary. The estimated cost of the Double Crossover Diamond, \$47.8 million, makes use of the Double Crossover Diamond impractical. Further, as noted in the Environmental Assessment, use of the Double Crossover Diamond creates the need for a residential relocation, and for taking a significant strip of land and parking spaces from the south edge of the Sneedeen property. As detailed in the Environmental Assessment, selection of the Double Crossover Diamond also significantly increases the natural resources impacts, including permanent impacts on 376 linear feet of stream, temporary impacts to another 125 linear feet of stream, and the taking of an additional 1.7 acres of riparian buffer.

3 [ As noted in their comments, while The Site Group has not conducted a detailed design analysis of the interchange design at Western Boulevard, their review indicates the design could

Diane Wilson  
August 30, 2017  
Page 2

3 [ be tightened up to reduce the need for additional right of way. As The Site Group notes, there are, in any roadway design, many challenges in balancing the need for a safe design and minimizing the impact on adjacent properties. We would ask that you meet with us and The Design Group and take another look at the taper and merge lane lengths, curve radii, cross slopes and other factors that would reduce the impact on our client’s property.

4 [ We understand that retaining walls along Western Boulevard and the I-440 off ramp also would minimize the impact to our client’s property. We therefore join in The Site Group’s request that you consider providing retaining walls, in lieu of acquiring additional right of way, to the maximum extent practical. In addition to minimizing the need for additional right of way, retaining walls also reduce the need for imported fill. These two factors should help offset the cost of retaining wall construction. We understand that NCDOT side slopes vary from 2:1 to 6:1, depending on various design factors. Every vertical foot of retaining wall has the potential to reduce the need for additional right of way from 2’ to 6’ or more. Copies of a diagram from The Site Group illustrating these proposed changes are attached and enclosed. We request that you consider all these factors in your design and cost analysis.

5 [ Likewise, if the Double Crossover Diamond is to be selected, we request that the Department consider a right-in curb cut allowing access to the Sneedeen property directly from Western Boulevard, in addition to the right-in curb cut off of Blue Ridge Road. Further, we ask that a stoplight be installed at West Grove Street, where it intersects with Blue Ridge; we will be working with the involved homeowners association to secure the approvals and property needed for installation of the stoplight. Copies of The Site Group’s diagram for the proposed light are attached and enclosed. Last, we note that the Double Crossover Diamond involves the installation of significant stormwater controls. We ask that the Department work with our client’s engineers and designers to ensure that the involved controls are properly coordinated with any existing or planned stormwater controls on our client’s property. We also would appreciate the opportunity to meet with Department Representatives, including Jill Gurak, as the Department moves forward.

Sincerely,

WYRICK ROBBINS YATES & PONTON LLP

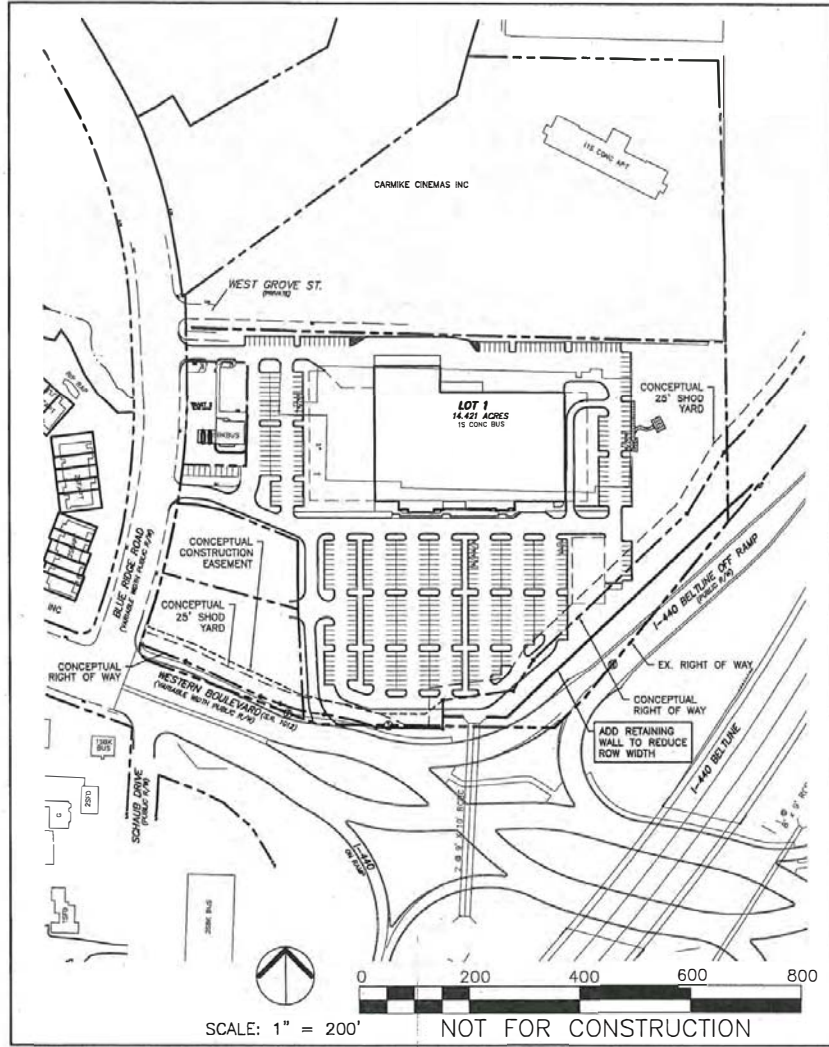
Grady L. Shields

*Attachments/Enclosures*

cc: Stuart Sneedeen  
Jeffrey J. Johnson, Esq.  
Ed Sconfienza, The Site Group

24109.44-988960 v1

Wyrick Robbins Yates & Ponton LLP



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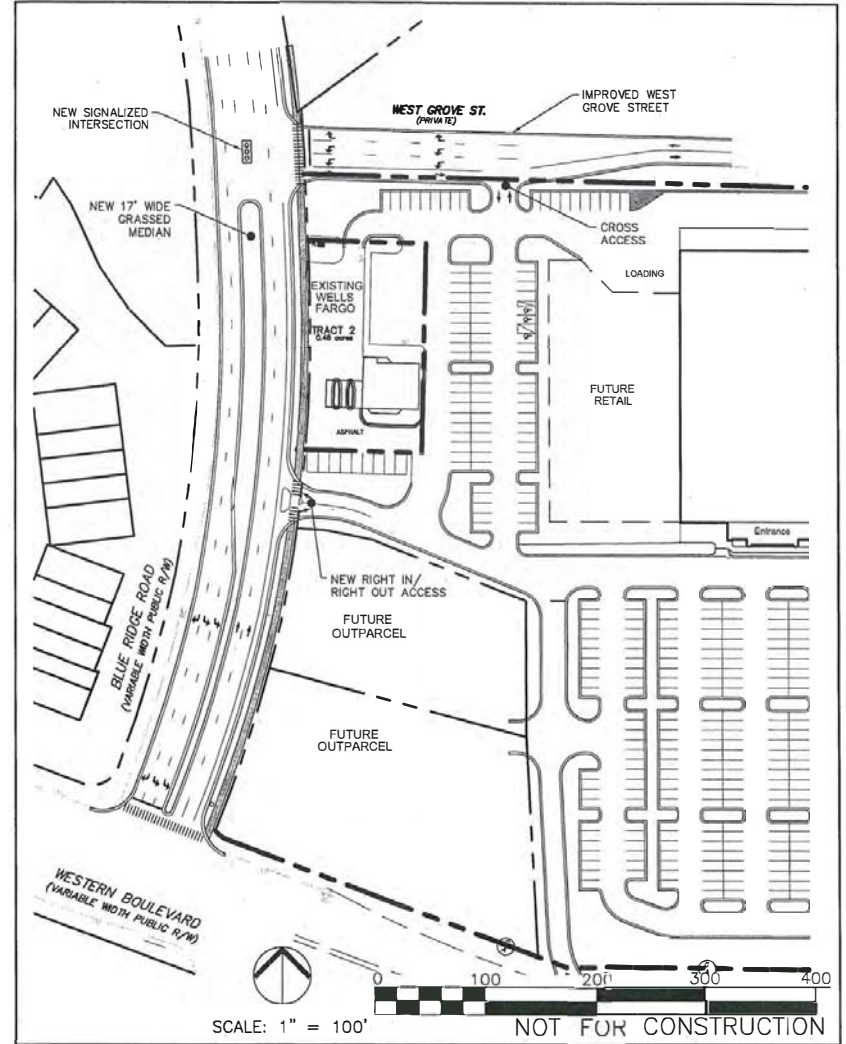
SITE PLAN FOR:  
**SNEEDEN PROPERTY**  
 4500 WESTERN BOULEVARD  
 RALEIGH, NORTH CAROLINA

Dwg By  
**WSN**  
 Ckd By  
**SRN**

ISSUED:  
 29 AUG 2017

**WALL EXHIBIT**  
 Code Job  
 MLGKWB

Dwg No.  
**WALL EXHIBIT EX 1.0**



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**SNEEDEN PROPERTY**  
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Dwg By  
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 Ckd By  
**SRN**

ISSUED:  
 AUG 29, 2017

**SIGNAL EXHIBIT**  
 Code Job  
 MLGKWB

Dwg No.  
**SIGNAL EXHIBIT EX 2.0**



CIVIL ENGINEERS • LANDSCAPE ARCHITECTS

MLGKWB

North Carolina DOT STIP U-2719  
I-440 Improvements Project  
John L. Williams, P.E.  
1548 Mail Service Center  
Raleigh, NC 27699-1548

29 August 2017

Reference: Comments on Blue Ridge & Western Boulevard Intersection as it relates to I-440 improvements and Sneedan Corp Property (PIN #0784.81.5120)

Dear Mr. Williams,

We represent the owner of the property at the northeastern corner of Western Boulevard and Blue Ridge Road (the Kmart site). After reviewing the I-440 Draft Environmental Assessment, the 2017 Detailed Study Alternative Maps and attending the August 8<sup>th</sup> 2017 public hearing, we believe improvements need to be made to Blue Ridge Road to provide a safe travel environment in this location. We submit the following for your consideration.

1 The Sneedan property currently has two full movement driveways onto Blue Ridge Road. Another full movement driveway ±70' to the north serves ±140 condominiums. We believe having this many full movement driveways on a short stretch of a busy thoroughfare like Blue Ridge may not be the safest configuration possible. We suggest replacing the three full movement drives with one signalized intersection at West Grove Street, one right-in right-out driveway and providing a grassed median to restrict left turn movements. See the attached exhibit entitled Signal Exhibit EX 2.0 for a conceptual access configuration. We think this provides a vastly improved and safer environment for vehicles, pedestrians and cyclists while still maintaining an acceptable level of access to our clients' property. We, therefore, request you consider this as you are evaluating traffic pattern changes in conjunction with the I-440 improvements.

We appreciate the hard work you and your team have put in on this project and your consideration of these comments. We look forward to your response.

Thank you,

Ed Sconfienza, P.E.  
Principal  
The Site Group, PLLC



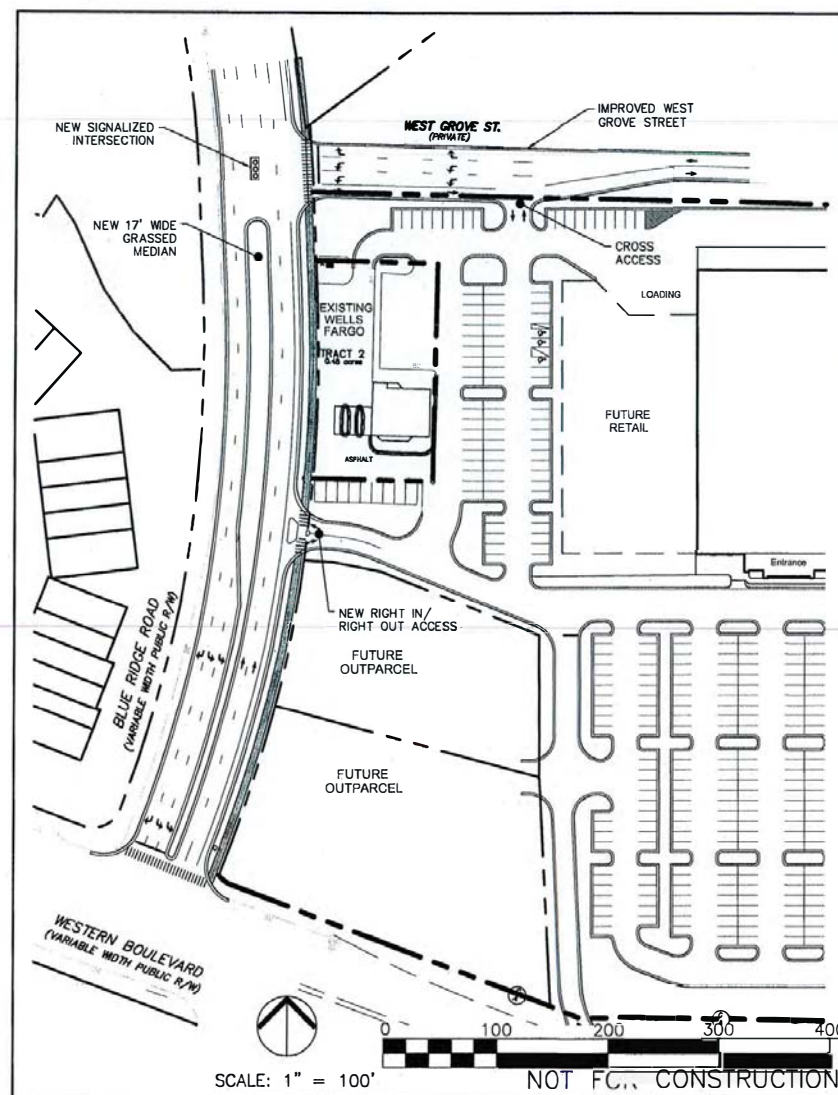
Enclosure: Signal Exhibit (EX 2.0; 29 AUG 2017)

CC: Stuart Sneedan (Sneedan Corp), Marshall Gurley (MLG Construction), Jeff Johnson (Wyrick Robbins), Grady Shields (Wyrick Robbins)

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1/1

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SITE PLAN FOR:  
**SNEEDAN PROPERTY**  
4500 WESTERN BOULEVARD  
RALEIGH, NORTH CAROLINA

Dwg By: WSN  
Ckd By: SRN  
ISSUED: AUG 29, 2017

SIGNAL EXHIBIT  
Code Job: MLGKWB  
Dwg No.: SIGNAL EXHIBIT EX 2.0

Danskin\_Non-DoD Source Questions about 440 project Melbourne road.txt

From: Phyllis Danskin [REDACTED]  
Sent: Sunday, July 23, 2017 2:44 PM  
To: Phyllis Danskin; Alsmeyer, Eric C CIV USARMY CESAW (US)  
Subject: [Non-DoD Source] Questions about 440 project/Melbourne road

1 [ Hello Eric,  
We were looking over the proposals for the Melbourne road bridge.  
Are you having a sound retaining wall built, it is already very loud as it is.  
We are on Melbourne #353. We already have a sidewalk  
Are they replacing the sidewalk? Do these proposals take our land?  
This is not a busy road and I do not believe bike lanes are necessary!  
We will be at the Aug 8 meeting, but wanted to be more prepared with our comments  
and  
questions.  
Regards,  
Bruce and Phyllis Danskin  
5121 Melbourne road

From: Phyllis Danskin [REDACTED]  
Sent: Sunday, July 23, 2017 3:05 PM  
To: Alsmeyer, Eric C CIV USARMY CESAW (US)  
Subject: [Non-DoD Source] More questions

2 [ Hello again,  
Are stoplights necessary?  
This is not a busy road and we have been here for 29 years.  
Is the option of closing the Melbourne road exit ramp now out of the question?  
This is a residential road and I can't think of another ramp off 440 that goes to a  
residential area.  
Regards,  
Phyllis Danskin

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# COMMENTS AND RESPONSES

*Note: Online forum comments and responses are bound separately. Only the table of contents is provided in Volume 1. Volume 2 has the complete Appendix C.*

## C.7 On-Line Comment Forum

### Introduction to Appendix C.7

#### Sources of Comments

The comment period for the project closed on September 8, 2017. Comments in this appendix came from a project-specific on-line comment forum.

#### Numbering of Comments

Comments received via the online public forum were each assigned a unique comment number. Most people chose to comment anonymously on the on-line comment forum, so these comments were not organized by commenter, they were just numbered as they were provided from the on-line forum. Also included for each comment are the number of upvotes the comment received from other on-line forum users. There was no restriction on the number of times someone could log in and provide an up vote to a comment.

#### Organization of Appendix C.7

Because the on-line comment forum was organized by location along the corridor and most commenters chose to remain anonymous, the responses to the on-line forum comments are organized by location. Please note the Common Comments listed in Appendix C2 are referenced in this appendix. Readers accessing this appendix via pdf can use the bookmarks provided to jump to each area listed below.

1. Jones Franklin Road interchange
2. Athens Drive grade separation
3. Melbourne Road interchange
4. Western Boulevard interchange
5. Ligon Street grade separation
6. Hillsborough Street and Wade Avenue interchange area
7. Both Meredith College and University Club
8. Meredith College
9. University Club
10. JC Raulston Arboretum
11. General comments regarding overall project

## On-Line Forum Comments Jones Franklin Rd

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
409	Jones Franklin	Alternatives			what about utilizing a DDI to reduce impact/footprint of interchange without sacrificing widening the to 4 lanes?	0	Four concepts were evaluated for the Jones Franklin Rd interchange, as described on page 2-6 of the EA, along with the reasons why three were eliminated from further study. A DDI would require ramps in the southwest quadrant of the interchange where there is not enough distance between this area and the I-40 interchange to include a ramp. In addition, this quadrant contains Walnut Creek, its large floodplain, and a wetland that would be impacted.
422	Jones Franklin	Alternatives			Widening Jones Franklin Road to 4-lanes is not necessary. Traffic on the road moves fairly smoothly and any wait times are minor. This project is not worth the major price tag.	0	Jones Franklin Rd is classified as a major collector street. The project would make improvements to Jones Franklin Rd in the interchange area that include widening Jones Franklin Rd to four lanes with a median, adding sidewalks and bicycle lanes (subject to cost-sharing with the City of Raleigh), and accommodating a future multi-use path on the Jones Franklin Rd bridge over I-440. The design of Jones Franklin Rd is consistent with the City of Raleigh's plans for other adjacent segments of Jones Franklin Rd.
425	Jones Franklin	Alternatives			Why hasn't a second option been proposed like the other areas? There are too many families and businesses being relocated, so it would be good to see an alternative given something does need done with this interchange.	20	Four concepts were evaluated for the Jones Franklin Rd interchange, as described on page 2-6 of the EA, along with the reasons why three were eliminated from further study. See response to Jones Franklin Road Common Comment #1.
436	Jones Franklin	Alternatives	Right of Way		I feel that multiple options should be presented and I do not feel that it is beneficial for so many families and businesses to be relocated.	4	Four concepts were evaluated for the Jones Franklin Rd interchange, as described on page 2-6 of the EA, along with the reasons why three were eliminated from further study. See response to Jones Franklin Rd Common Comment #1.
461	Jones Franklin	Alternatives			Widening is needed but alternative proposed is too much, not needed in the predominately residential area.	5	Jones Franklin Rd is classified as a major collector street. The project would make improvements to Jones Franklin Rd in the interchange area that include widening Jones Franklin Rd to four lanes with a median, adding sidewalks and bicycle lanes (subject to cost-sharing with the City of Raleigh), and accommodating a future multi-use path on the Jones Franklin Rd bridge over I-440. The design of Jones Franklin Rd is consistent with the City of Raleigh's plans for this and other adjacent segments of Jones Franklin Rd.
1886	Jones Franklin	Alternatives			This is a ridiculous and unnecessary proposal. Find another route for 440.	3	The project is part of the region's 2040 Metropolitan Transportation Plan, which plans for all modes of transportation for the next 25 years. This plan is prepared by the Capital Area Metropolitan Planning Organization (CAMPO). Another route for I-440 would have severe impacts in this urbanized corridor.

## On-Line Forum Comments Jones Franklin Rd

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
2211	Jones Franklin	Alternatives	Cost/funding		Why hasn't a second option been proposed? Even though longer, safer ramps would be great, the cost of this is insane.	1	Three other alternatives were considered, as described on Page 2-6 of the EA, along with the reasons these other alternatives were eliminated from consideration. The costs for this interchange include construction, right of way, and utility relocation. The interchange area includes higher-cost items such as a bridge over I-440, a large retaining wall to protect Lake Johnson Park and relocation of some of the large power towers in the area.
408	Jones Franklin	Bicycles/pedestrians			More thought needs to be given to how cyclists and pedestrians use this area. I use Jones Franklin to commute to work via bike. It needs bicycle lanes.	1	See response to Jones Franklin Rd Common Comment #4.
460	Jones Franklin	Bicycles/pedestrians			Please add more protected/dedicated bike lanes and sidewalks	1	See response to Jones Franklin Rd Common Comment #4.
2514	Jones Franklin	Bicycles/pedestrians			Please detail impacts to cycling and pedestrian access	1	See response to Jones Franklin Rd Common Comment #4.
474	Jones Franklin	Community Resources	Right of Way		The relocation of a special needs school and 23 residents is too great a burden for the community.	0	See response to Jones Franklin Rd Common Comment #1.
477	Jones Franklin	Community Resources	Right of Way		Relocating 23 families and 7 businesses for a project that is being implemented to make travel by car easier is not smart planning. The state cannot maintain the miles of roads that they are currently responsible for. It should not be adding to that burden.	5	See response to Jones Franklin Rd Common Comment #1. The project is not creating any new roadways, so it would not be adding to the State's maintenance costs. One purpose of the project is to repair pavement conditions along I-440 (EA page 1-3).
2164		Community Resources			I didn't even realize this was going to negatively impact a special needs school. That's just horrible.	0	See response to Jones Franklin Rd Common Comment #1.
407	Jones Franklin	Design			It's Jones franklin that needs to be addressed not the road under it. Two lanes and then wait and wait for each left turn. There is adequate room to put in left turning lanes at Athens and at 440. DOT should review and just do it and keep traffic moving. Additional middle lane for turning south of 440 would be beneficial also to end the jam. 440 is not what is important here - once you get off there is no place to go.	0	Jones Franklin Rd is classified as a major collector street. The project would make improvements to Jones Franklin Rd in the interchange area that include widening Jones Franklin Rd to four lanes with a median, adding sidewalks and bicycle lanes (subject to cost-sharing with the City of Raleigh), and accommodating a future multi-use path on the Jones Franklin Rd bridge over I-440. The design of Jones Franklin Rd is consistent with the City of Raleigh's plans for other adjacent segments of Jones Franklin Rd.

## On-Line Forum Comments Jones Franklin Rd

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
411	Jones Franklin	Design			I don't understand the need for the medians and am unclear as to what drivers are expected to do when unable to turn the way they need. I think providing a turn lane rather than 4 lanes and a sidewalk for the many pedestrians along this stretch of road would be a helpful.	0	See responses to Jones Franklin Rd Common Comments #2 and #4.
412	Jones Franklin	Design			I like it, but I'm not wild about it. It looks like it takes quite a bit of space from Jones Franklin homeowners on the North side of the interchange (including removing a building or two!). While I recognize the need to increase the capacity of I-440 and realign the intersection of the North side of the interchange, I don't see why Jones Franklin needs to be widened so far North of the interchange.	2	See response to Jones Franklin Rd Common Comment #1.
418	Jones Franklin	Design	Right of Way	Bicycles/pedestrians	My husband and I own a house on Jones Franklin Road. We live here with our two young children. We purposefully chose this neighborhood to live in, when we bought our house, because of the wonderful location. However, with the proposed changes to Jones Franklin Road, we will now have a solid barrier or median in the center of the road, which will prevent us from turning left out of our own driveway. It will also prevent us from turning left into our driveway when coming from the Beltline. This is a huge problem for us. This will negatively impact our daily life. Not to mention the fact that we're upset about losing much of our front yard. I understand the need for expanding Jones Franklin Road, as there is a significant amount of daily traffic, but I'm very upset about the median or barrier that will block us from turning left out of our driveway. Also, I'm very curious why there is not a proposal for a sidewalk on Jones Franklin Road. I'd be more willing to lose a part of my front yard for the purpose of a sidewalk, than for the purpose of a solid median. There is a significant amount of foot traffic, people walking from the Fort Sumter Apartments down to the Harris Teeter or bus stops, on a daily basis. As the road expands, this will become even more dangerous for the pedestrians. I would urge you to consider adding a sidewalk instead of a solid barrier in the center of the road.	21	See responses to Jones Franklin Rd Common Comments #2 and #4.
419	Jones Franklin	Design	Traffic		<p>The area around 410 Jones Franklin (No. 154 on the map) not only wipes out the yards of residents - it puts a concrete barrier / median so they are unable to enter/exit their houses! This is outrageous.</p> <p>In the very least do not blockade residents from their own homes. Double yellow lines are sufficient and will allow persons to turn in/out of their residences.</p> <p>There is too much traffic on Jones Franklin. We do not want to allow or encourage more dangerous four lane traffic but <u>less</u> traffic. This plan does nothing but make the traffic situation worse and more dangerous for all.</p>	0	See responses to Jones Franklin Rd Common Comments #1 and #2.

**On-Line Forum Comments  
Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
420	Jones Franklin	Design			I understand that Jones Franklin needs to be widened, but I am very frustrated about the solid barrier proposed on Jones Franklin Road. This will prevent me from turning left out of my own driveway! It will also prevent me from turning left into my driveway, when coming from the Beltline. This is not an acceptable plan.	0	See response to Jones Franklin Rd Common Comment #2.
431	Jones Franklin	Design	Alternatives		The Jones Franklin situation does need to be addressed, but could you be a bit more creative with the solution? Why is the solution always to blow a huge corridor through an area with existing structures? Why not simply add a turn lane for 3 total lanes vs 4-5 lanes? I don't regularly commute on Jones Franklin, but the times I have been stuck on it during commuting hours have been frustrating. Most of the backups have been caused by cars trying to turn left into and out of apartment complexes along the road. Unfortunately, we're in a situation where there has to be an expansion of the road because Raleigh and Cary allowed for so much development along the Jones Franklin/Tryon corridor.	1	See response to Comment #407 under Topic1-Design in this section.
438	Jones Franklin	Design			I would suggest moving the left in left out intersection at the Interchange Plaza building to the Sonner Swim Intersection. There is twice as much developable property at this location. In fact a large apartment complex is in the approval process with the city right now. There should be sidewalks and bike lanes on both sides of the Jones Franklin bridge that goes over I440 and for the full lengths of all improvements. There should be a U-turn bulb added at the Wood Isle Road intersection. Plus do not add any traffic signals to Wade Avenue, leave south bound loop access in.	1	See Jones Franklin Rd Common Comments #2 and #4. The Wood Isle Rd intersection will be lined up with the new Denise Dr extension and a traffic signal installed. Driveway access and median breaks will be re-evaluated during the final design phase.
465	Jones Franklin	Design	Alternatives		Widening on Jones Franklin would work well with 3 lanes, no median. Median will not allow left turns into/out of our property, necessitating more traffic using Barringer to go around the block, access our home. Look at Hillsborough.	0	See response to Jones Franklin Rd Common Comment #2.
467	Jones Franklin	Design	Traffic		Travel through this intersection frequently; Jones Franklin Rd needs to be widened and the road into Sumter Square Apts aligned with the US 1 ramp so as to remove one of the stop lights.	3	The Preferred Alternative at Jones Franklin Rd includes these features.
471	Jones Franklin	Design			Would prefer a solution that removes having to make a left onto 440 when traveling on South bound Jones Franklin.	0	Ramps in the southwest quadrant of the interchange would be needed to enable vehicles to turn right onto I-440 from southbound Jones Franklin Rd. Ramps are not feasible in this quadrant due to close spacing with the I-40 interchange and the presence of Walnut Creek, its large floodplain, and a wetland.

**On-Line Forum Comments  
 Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
475	Jones Franklin	Design			If Jones Franklin Road it's going to be made into a four-lane road, and then narrow down to a two-lane road at Denise Road, this will create problems for Centerview Drive. Centerview is a loop road with no other means of egress other than Jones Franklin Road. Turning left from Centerview drive onto Jones Franklin Road (at either of the Centerview Drive Jones Franklin Road intersections) is very difficult today. Making Jones Franklin a 4 Lane from I-440 to Denise will exacerbate that problem. I recommend adding a traffic light at one of the Centerview/Jones Franklin intersections. Hundreds of people work and/or live on Centerview Drive.	4	The proposed project ends just north of Centerview Dr. A separate project would need to evaluate whether a traffic signal is warranted at either intersection of Centerview Dr with Jones Franklin Rd.
476	Jones Franklin	Design			I like it as long as a traffic light is added at one of the Centerview Drive/Jones Franklin Road intersections.	1	See response to Comment #475 under Topic1-Design in this section.
478	Jones Franklin	Design	Bicycles/ pedestrians		The left in left out intersection needs to be moved from the Plaza Interchange building to the RSA property entrance. There is twice as much developable property at the RSA entrance as compared to the plaza interchange entrance. Also, there should be sidewalks and bike lanes along the entire length of the Jones Franklin Road improvements. There are pedestrians and bicyclists crossing that bridge and it is extremely unsafe!	0	See response to Comment #438 under Topic1-Design in this section and Jones Franklin Rd Common Comment #4.
2503	Jones Franklin	Design			411 [Jones Franklin Rd] resident: also work from home, woman-owned, small business, registered with the state of NC as a corporation. Do not agree with need for 4 lanes to Barringer, then wide median in front of this property. Not only would the residents not be able to turn left into/out of the property but neither would business clients. 3 lanes with center pass/turn lane is more than sufficient (as on Hillsborough). Object to so much of yard taken as it is also used for client parking. Additionally, pool was installed for physical therapy. Projected widening will inhibit those coming for PT. This is still a residential area; not everyone is renting. We have lived here since 1984. Cannot believe that newcomers are moving to the area because they want acres of asphalt. Please reconsider!	4	See responses to Jones Franklin Rd Common Comments #1, #2, and #3.
417	Jones Franklin	Natural resources			Instead of road widening, add turn lanes/ roundabouts, and add sidewalks and bike lanes and urban trees.	2	See response to Jones Franklin Rd Common Comment #4.
2362	Jones Franklin	Natural resources			Anything that impacts the neighborhoods and surrounding wildlife so greatly should not be considered a good plan. Please go back to the drawing board.	4	The interchange configuration at Jones Franklin Rd avoids encroachment into Lake Johnson Park and also avoids impacting Walnut Creek and a large wetland in the northwest quadrant of the interchange. Also, see response to Jones Franklin Rd Common Comment #1.
435	Jones Franklin	Other			Will not provide benefits assumed.	2	The Detailed Study Alternatives presented in the EA would meet the project's purpose to improve traffic flow, make the roadway operate more efficiently, and enhance mobility on this segment of I-440.

**On-Line Forum Comments  
 Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
442	Jones Franklin	Other			It looks like a reasonable improvement to me.	1	Comment acknowledged.
444	Jones Franklin	Other			I used to work in the Capital Center - moving Capital Center Drive is a GREAT idea!	0	Comment acknowledged.
452	Jones Franklin	Other			Needs to be improved!	0	Comment acknowledged.
2404	Jones Franklin	Other			obviously you have not looked at the maps because the Jones Franklin changes do not affect the Meredith campus. It's the Hillsborough and Wade changes that affect Meredith. You need to scroll down.	7	Comments submitted under the Jones Franklin Rd section of the on-line site were reviewed and those relating to the Hillsborough St/Wade Ave interchange area were moved to the applicable comment/response table in this document.
2405	Jones Franklin	Other			You obviously have not looked at the maps. The Jones Franklin changes do not affect Meredith. It is the Wade - Hillsborough interchange - see the bottom of the page.	8	Comments submitted under the Jones Franklin Rd section of the on-line site were reviewed and those relating to the Hillsborough St/Wade Ave interchange area were moved to the applicable comment/response table in this document.
432	Jones Franklin	Parks and greenways			Be sure to include accommodations for greenway connection to Lake Johnson.	3	See response to Jones Franklin Rd Common Comment #4. The City of Raleigh would provide the future connection to the Lake Johnson trails as a separate project.
456	Jones Franklin	Parks and greenways	Bicycles/ pedestrians	Right of Way	My "Yes" vote is in favor of sidewalks, bike lanes, and a future greenway on Jones Franklin Road (as a resident of a street just off Jones Franklin Road). I would love to be able to walk/ride to crossroads without fear of being run over. yes, it will drastically change the character of the neighborhood, but I'm hopeful it will change for the better!! I am concerned for the sake of homeowners along the road who will lose significant portions of their land, and perhaps need to relocate. Please make sure that these homeowners are given appropriate reimbursement if they choose to leave and that they will have ample time to make arrangements.	2	See responses to Jones Franklin Rd Common Comments #1 and #4.
2328	Jones Franklin	Planning			This comment is 180 degrees wrong! Money from the gasoline tax is contributed by drivers, and should be used to improve roads! That helps everyone by making it easier to get around. Alternate modes of transportation are fine, and secluded spaces are fine, but if NCDOT focuses on those to the detriment of drivers, it is making the environment worse for all of us.	0	The project is part of the region's 2040 Metropolitan Transportation Plan, which plans for all modes of transportation for the next 25 years. This plan is prepared by the Capital Area Metropolitan Planning Organization (CAMPO).

**On-Line Forum Comments  
Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
426	Jones Franklin	Public involvement			Input from residents DIRECTLY AFFECTED by each area of the project should be weighted more than opinions of those living more than a half mile away. My vote for something on Jones Frankin, which makes things more convenient for me, should not outweigh the opinion of those losing their home or business in that area. Similarly, the opinion of those in the AventWest neighborhood should not be the deciding factor of what happens on Melbourne. Melbourne has some exceptionally elderly residents with no internet, so a survey should be sent to each household directly affected to make sure the DOT is capturing all opinions, not just the loudest opinions in the larger neighborhood.	4	All public comments are reviewed and considered when NCDOT and FHWA make decisions regarding the project's Preferred Alternative and design features. This is one of many factors that go into these decisions. Others include impacts to the human and natural environment, traffic service, costs, and input from local governments and state and federal environmental resource and regulatory agencies. A variety of opportunities for input was provided, including the project website, the on-line comment forum, public meetings, and meetings with small groups. The public meetings were announced via a postcard sent to all owners and tenants in the project corridor that also included a mailing address and telephone number to contact the project team.
470	Jones Franklin	Public involvement			When exactly were impacted property owners supposed to be notified!? This is the first I have heard of this and I'm listed on the PDF!	0	Postcards were mailed to all property owners and physical addresses in the project corridor for the Public Meetings held in 2012 and 2014 and the Public Hearing held August 8, 2017. Property owners of property impacted by the project will be individually contacted by an NCDOT right of way agent when final designs are complete and the exact right of way needs are known.
410	Jones Franklin	Right of Way			I feel sorry for all the people losing their properties on secondary roads.	9	See response to Jones Franklin Rd Common Comment #1.
415	Jones Franklin	Right of Way			Displacing 23 families from their homes is not okay.	6	See response to Jones Franklin Rd Common Comment #1.
416	Jones Franklin	Right of Way			You can't just displace all those families. The housing market in Raleigh is crazy right now. Even if they are fully reimbursed, the families will never find homes like the ones they had. They'll be forced to downgrade (if they find anything) or outright leave the city.	0	See response to Jones Franklin Rd Common Comment #1.
423	Jones Franklin	Right of Way			Relocating 23 homes and 7 businesses is not warranted and widening of Jones Franklin Road is not needed. However, sidewalks are needed as many people walk along the sides of Jones Franklin.	0	See response to Jones Franklin Rd Common Comment #1.
424	Jones Franklin	Right of Way			Too many relocations for too little benefit. Bike lane not necessary here. This specific map is not about Meredith Campus..... that's later on down the page.....	0	See response to Jones Franklin Rd Common Comment #1.
427	Jones Franklin	Right of Way			Too many residents, business, and natural resources would be disturbed. These are items that once are gone, are gone forever. Do NOT displace a school that serves children with special needs, as they are an important place in their life and routines.	2	See response to Jones Franklin Rd Common Comment #1.



**On-Line Forum Comments  
 Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
428	Jones Franklin	Right of Way			The plan uproots and vastly affects families and their homes on Jones Franklin.	4	See response to Jones Franklin Rd Common Comment #1.
429	Jones Franklin	Right of Way			While the impact for improving mobility, eventually causing a decrease in automobile emissions and etc., is fantastic, the adverse reactions seem to outweigh the benefits. Too many people would need to find new housing and move and for an area already suffering for more schooling space, it does not seem fair to relocate Learn with the Best. The special needs community has been hit with closings of other private schools over the last few years, given funding, revoked charters, and so forth..Let's try and keep some consistency with their schooling.	4	See response to Jones Franklin Rd Common Comment #1.
430	Jones Franklin	Right of Way			The residential and business relocations are significant.	3	See response to Jones Franklin Rd Common Comment #1.
434	Jones Franklin	Right of Way			I work right in the proposed area and it would interfere with business and cuts into residential and commercial land. Will impact surrounding businesses and residences severely.	4	See response to Jones Franklin Rd Common Comment #1.
437	Jones Franklin	Right of Way			The impact on existing residential areas and schools is too high.	0	See response to Jones Franklin Rd Common Comment #1.
448	Jones Franklin	Right of Way			The houses / residents impacted may be severely affected. While the report indicates there is housing areas nearby, I highly doubt that the residents affected would be able to afford them.	4	See response to Jones Franklin Rd Common Comment #1.
449	Jones Franklin	Right of Way			Too many families would be relocated, with the lack of affordable housing in Raleigh, this is too great an impact.	18	See response to Jones Franklin Rd Common Comment #1.
450	Jones Franklin	Right of Way			THE SCHOOL FOR SPECIAL NEEDS CHILDREN NEEDS TO BE ASSURED THAT IT CAN BE MOVED TO COMPRABLE SPACE AND PRICE LOCATION	0	See response to Jones Franklin Rd Common Comment #1.
453	Jones Franklin	Right of Way			I really hate it for the property that will be stolen from these people, but Jones Franklin has to be widened. This area can be a nightmare in the afternoons. Something has to be done. I think this plan is about as minimal impact as it's going to get.	0	Comment acknowledged.
455	Jones Franklin	Right of Way			I used to live in one of the neighborhoods that will be impacted if this expansion happen, housing should never be sacrificed.	0	See response to Jones Franklin Rd Common Comment #1.

**On-Line Forum Comments  
 Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
457	Jones Franklin	Right of Way	Water resources		Too wide, too excessive, too much impact on business and stream buffers	4	See response to Jones Franklin Rd Common Comment #1. For impacts to streams, a permit will be obtained from the US Army Corps of Engineers and a Water Quality Certification will be obtained from the NC Division of Water Resources. Written authorization also will be required from the NC Division of Water Resources for disturbance of riparian buffers. For runoff during construction, the project will follow Design Standards in Sensitive Watersheds and Neuse River Riparian Buffer Rules to prevent water pollution, soil erosion, and stream siltation. Also, a Stormwater Management Plan will be prepared during final design of the project to direct the drainage design and manage long-term stormwater runoff in accordance with the NCDOT's Post-Construction Stormwater Program.
458	Jones Franklin	Right of Way			Be considerate of residences	5	See response to Jones Franklin Rd Common Comment #1.
463	Jones Franklin	Right of Way			I appreciate that you're considering the properties along Jones Franklin and the impact to the neighborhood but the issue for the owners is that we don't want to move and we don't want to give up our land that is indeed "ours". We've invested time and much of our lives in our homes & yards with the expectation of living here for life. Moving is a huge expenditure of money and time that some of us truly cannot afford to spend even if we were given a fair amount for our home. "Relocating" is not an easy thing. It's a very small word for a very large endeavor.	1	See response to Jones Franklin Rd Common Comment #1.
469	Jones Franklin	Right of Way			This has the ancillary effect of improving the intersection at the southbound offramp. That is a much needed improvement and significant to a large number of drivers. Overall this will significantly impact the character of the homes along Jones Franklin road. This has been a small street neighborhood for a long time with houses close to the street. I believe the impacts shown to many of the front yards in this area should be enough to require the state to purchase those properties. Removing significant portions of 60 year old front yards and limiting driveway access that has existed as long should entitle the owners to decide if they still wanted to live there or not. I think this will significantly harm the neighborhood and residents should be given the chance to get out.	7	See response to Jones Franklin Rd Common Comment #1.
406	Jones Franklin	Safety			There are times when this interchange is not safe. If local concerns can be met, goals to improve safety are important.	0	Realigning intersections and adding the median with the proposed project will help promote safer traffic flow.

**On-Line Forum Comments  
 Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
404	Jones Franklin	Traffic	Safety		I am RSA swimmer parent and I need turn left from RSA when leave RSA. I need go RSA 6 times a week. the proposal of "All traffic leaving the facility must turn right and head south on Jones Franklin Road. After turning right, drivers will be required to cross two lanes of traffic to get into the U-turn lane to head north, creating a safety concern. For traffic accessing our facility from the north (i.e. I440), drivers will be required to make a U-turn at Denise Drive into two lanes of oncoming traffic, creating a safety concern. I highly against the proposal, it will cause big problems to me to take my swimmer almost every day to and leave RSA.	2	See response to Jones Franklin Rd Common Comment #3.
405	Jones Franklin	Traffic	Right of Way		While I rarely use Jones Franklin Road I think doing something at the intersection of Ft. Sumter Road and Jones Franklin is important. I'm sure it would be beneficial the employees in the Capital Center Dr Office park to be able to leave with the assistance of a traffic light. Relocating people to other houses or apartments is not a workable solution. Moving special needs children is going to be a nightmare for the kids, teachers and their families alike.	1	Ft Sumter Rd will be realigned to meet the interchange ramps, which will eliminate an intersection on Jones Franklin Rd. Capital Center Dr at Jones Franklin Rd will be closed. Vehicles will be rerouted to an extension of Denise Dr that will connect with Jones Franklin Rd and will have a traffic signal. Regarding relocations, see response to Jones Franklin Rd Common Comment #1.
413	Jones Franklin	Traffic	Safety		The traffic flow changes proposed specifically on Jones Franklin Road at and near the interchange with 440 concerns me. Raleigh Swimming Association (RSA) has their pool facilities in this area. The change for how swimmers and drivers will have to access that facility concerns me. Drivers travelling from the north on Jones Franklin will have to drive past the facility and make a U-turn at a traffic light and will have to quickly cross two lanes of traffic to get in the far right lane to immediately turn right into the facility. There are over 300 swimmers typically associated with this facility. The high school swimmers typically drive themselves. I think this change in traffic flow will be dangerous to all drivers and especially younger drivers.	2	See response to Jones Franklin Rd Common Comment #3.
414	Jones Franklin	Traffic			I do not believe the damage caused will justify the lessening of traffic.	0	Comment acknowledged.
433	Jones Franklin	Traffic	Design		The Jones Franklin bridge area is a choke-point for traffic and an awkward intersection with Ft Sumter Rd (which seems like it would be more prone to accidents). Updating this portion would be very beneficial.	0	Comment acknowledged.
439	Jones Franklin	Traffic	Safety		Our swimming pool, that is for children and teens cannot turn directly into or out of this facility. Each car contains children or has a young highschool driver. The cars along this street drive very fast and the thought of two u-turns as the only way to enter this facility seems way too much to handle!	0	See response to Jones Franklin Rd Common Comment #3.

## On-Line Forum Comments Jones Franklin Rd

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
440	Jones Franklin	Traffic	Safety		<p>I am writing with respect to the proposed changes to the Jones Franklin Road interchange.</p> <p>The proposed I-440 expansion is problematic for properties owners along Jones Franklin Road for numerous reasons. Specifically, the Raleigh Swimming Association, parcel 769, has significant traffic flow, including traffic flow with young drivers, who access the facility every day. The proposed changes to Jones Franklin Road include a raised median which will prevent turning into the RSA property if you are traveling southbound on Jones Franklin. Rather, you will be required to make a dangerous U-turn at Denise Road. Similarly, when leaving the RSA facility, drivers intending to travel southbound on Jones Franklin will be forced to make a separate dangerous U-turn. The driveway into RSA has very significant traffic flow and a different option should be applied here that allows for two-way turning into and out of RSA. Moreover, the two parcels located behind the RSA facility, but accessed through the same access drive as RSA, are on schedule for development into a significant townhome community. This community will only increase traffic volume and mandate a more controlled two-way turning option at this access point.</p>	4	See response to Jones Franklin Rd Common Comment #3.
443	Jones Franklin	Traffic			The new traffic light at Denise Drive should (obviously) be tied to the traffic lights at Jones Franklin and the Beltline. Currently, the lights on either side of the Beltline are not synced, and more often than not, drivers must stop at both of them.	0	Existing traffic signals along the corridor (I-440 at Lake Boone Trail, Hillsborough St, Western Blvd, and Jones Franklin Rd) are part of the connected Raleigh signal system that can program the signals for coordinated timing. Any new traffic signals installed as part of the project would also be connected to the system.
445	Jones Franklin	Traffic	Safety		<p>I am writing on behalf of Raleigh Swimming Association, a 501c(3) non-profit organization dedicated to providing aquatic instruction for people of all ages, including outreach to the community. We own and utilize Sonner Aquatic Facility, the property identified as Parcel 769, for delivery of all of our programming. We purchased this property in 2013 when it was urban blight, covered in graffiti and used as a prime location for drug trade and illicit behavior. We revitalized the property and created a productive, revenue generating resource for the community.</p> <p>We are opposed to the plan due to the difficulty accessing our facility. The plan will include a raised median at our shared entrance. Traffic travelling from the north will be forced to the new signalized intersection at Denise Drive where drivers will need to make a u-turn to head back to make a right turn into our facility. Exiting from our facility will require a right turn and heading to the north. Drivers would need to cross 2 lanes of traffic to use a new "u-turn lane" that includes a bump out in the southbound lane similar to the new "smart streets" concepts being applied in this area. The turn lane also is aligned with what will be the only exit from the neighboring office building, shown as Parcel 140, that currently has two entrances.</p> <p>.....COMMENT CONTINUES</p>	4	See response to Jones Franklin Rd Common Comment #3.

**On-Line Forum Comments  
 Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
445	Jones Franklin	Traffic			<p>Our concerns are as follows:</p> <p>-- For traffic accessing our facility from the north, the requirement to make a u-turn into two lanes of oncoming traffic at Denise Drive creates a safety issue.</p> <p>-- For traffic leaving the facility and heading south along Jones Franklin Road, the need to immediately cross two lanes of traffic to get in the u-turn lane presents a challenge and, again, an unsafe condition. Users will only be able to exit the facility when there is no traffic approaching from the south. Further, the traffic exiting the adjacent office building from Parcel 140 will create conflicts for drivers in terms of deciding who has the right of way.</p> <p>-- We anticipate patrons using the lot at Parcel 140 for drop off and pickup to avoid the new configuration. This would result in children walking through the back of the small commercial building at the bottom of our lot, presenting a new safety risk.</p> <p>It is our understanding based on information provided at the public meeting on August 8, 2017 that no traffic counts have been done to apply to the final design. This is concerning.</p> <p>Our facility is open 359 days of the year. During this time, we have vehicles accessing our facility from 5:00 am until 9:00 pm on weekdays and from 7:00 am until 3:00 pm on weekends. Weekday peak access times between 3:30 pm and 5:30 pm see in excess of 300 vehicles accessing our facility. This repeats between 7:30 pm and 9:00 pm. This is also representative of what occurs on weekends between the identified hours. When we host swim meets, fundraisers and membership events, we have twice the number of individuals accessing the facility in smaller windows of time.</p> <p>We ask that you consider maintaining the center entrance for Parcel 140, eliminating the south entrance where you now show the u-turn option at the break in the median, and shifting the configuration of the proposed entrance for Parcel 140 to our shared entrance. This would eliminate the need for any u-turn motions between I-440 and Denise Drive. We would be willing to allow the widening of our entrance to accommodate three full lanes, with one lane each for traffic entering, traffic leaving and turning left, and traffic leaving and turning right.</p> <p>Thank you for your consideration. Neil Horman President, Board of Directors Raleigh Swimming Association</p>		...Comment #445 continued

## On-Line Forum Comments Jones Franklin Rd

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
446	Jones Franklin	Traffic	Safety	Design	<p>Jones Franklin North after Barringer road should not be two lane. This will cause aggressive drivers to take chances to pass. The two lane should end with a left turn only at sumter road. This aggressive driving in combination with pedestrians walking frequently here is a fatality waiting to happen.. I can understand if you want to extend a two lane road path for future full four lane all the way to athens drive, but please don't mark it for two lanes. maybe it can be a bus stop for now right after barringer road.</p> <p>There's many people going south bond on Jones Franklin that turn on Water's edge. I guess not anymore. I don't think i see a resolution to support people to get to the areas on Water's edge from southbound Jones Franklin. i guess they will do a u-turn at jones franklin and ft sumter. If so, it's already a problem turning left from southbound jones franklin to I-440 south. now this adds more vehicles turning left.</p> <p>Southbound Jones franklin turning left onto I-440 south ramp: I don't see this is helping the congestion of traffic turning left. It always takes 2-3 light changes to finally turn left in the morning during work day. there's so much vehicle collection because of this stop light at Jones Franklin and sumter road. Cars are backed up on the Jones Franklin bridge. It would make sense to ease traffic by not having a left turn from Jones Franklin south to I-440 south, and move this to a ramp for a right turn onto I-440. there's still plenty of distance to merge onto US-1 south or stay in the service collector and continue there if need be.</p>	0	<p>The existing Jones Franklin Rd intersection at Waters Edge Dr is a full movement unsignalized intersection. With the project, this intersection is proposed to be a right-in/right-out intersection. Vehicles from southbound Jones Franklin Rd would access Waters Edge Dr via a nearby U-turn at the Jones Franklin Rd/Ft Sumter Rd traffic signal. Vehicles from Waters Edge Dr wanting to go southbound on Jones Franklin Rd would turn right and could make a U-turn at the nearby Jones Franklin Rd/Barringer Dr unsignalized intersection.</p> <p>As noted on Page 2-20 of the Environmental Assessment, "...under all the Detailed Study Alternatives at the Jones Franklin Rd interchange, the intersection with the westbound I-440 ramps/Ft Sumter Road would experience poor operations, although it would be improved over the No-Build Alternative. This area is highly constrained by office parks, apartments, a pond, and the Walnut Creek floodway/floodplain, so design options to maximize efficient traffic flow were limited."</p>
454	Jones Franklin	Traffic			<p>The Jones Franklin Road ramps have never seemed especially heavily traveled or difficult to use to me. There's not a lot to draw traffic there. That's a lot of expense and disruption for only a little benefit. Honestly I'm not sure the exits off I-440 there are entirely necessary, as there are other nearby routes.</p>	1	<p>Jones Franklin Rd is classified as a major collector street and the interchange provides an important access point to I-440 for west Raleigh and Cary.</p>
459	Jones Franklin	Traffic	Design		<p>Our teenage daughter swim at Raleigh Swimming Association (RSA) which is located at 1013 Jones Franklin Road. Four lanes of traffic is a wonderful idea, however, we are concerned with her not be allowed to turn left out of the facility. She would be required to turn right, immediately merge to the left lane to make a u turn to head home which we feel would be a very dangerous situation. We feel that a better option would be to install a turn lane on Jones Franklin. The traffic shouldn't be as bad with two lanes of traffic going both ways. Please reconsider the ability to turn left out of the facility.</p>	2	<p>See response to Jones Franklin Rd Common Comment #3.</p>

**On-Line Forum Comments  
 Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
462	Jones Franklin	Traffic	Right of Way		<p>I live on Jones Franklin so the proposed widening puts me &amp; my neighbors losing more than half of our front yards and unable to turn left out of our driveways due to the proposed medians. Currently, traffic on our road is minimal with heavier traffic only on week days between 4:30-6:pm. Other than that, it's a nice neighborhood road with many people walking up down the street all day long. Because of the foot traffic, I would love to have sidewalks and even wouldn't mind the road being widened to 3 lanes but to widen it to 4 lanes with medians seems extreme. I see it creating a lot more traffic on this street and also creating a lot more traffic on Barringer Dr. which has 2 accesses to Jones Franklin. Because people won't be able to have easy access to their driveways, they'll end up turning down Barringer and coming out the other end of it where they can come back to Jones Franklin to get to their driveways. Barringer isn't equipped to have that kind of traffic all the time and I can see it creating a worse problem with traffic back-ups than we currently have, leading to accidents. Quite a few of my neighbors work from home and have clients coming and going to their homes on a regular basis. The driveway access will create problems for clients as well.</p> <p>According to the NCDOT, this neighborhood is a low income neighborhood and it seems that according to them, it's fine to force people out of their homes and businesses because there are sufficient residential &amp; business properties available to accommodate them. Perhaps "home" doesn't mean anything to them but I can tell you that those of us who live here think of this as our home. From older folks who could not afford to move even if there is sufficient housing elsewhere, to young couples with small children to families that have passed their homes to 2nd &amp; 3rd generations -- we are a family-oriented, nice neighborhood in every sense of the word who calls Jones Franklin Rd. HOME.</p> <p>Lower Income doesn't mean we're unimportant, worthless people that are dispensable for the sake of what is being considered progress. More pavement is NOT progress. The draw of North Carolina is that we still have a lot of lush green areas with wonderful wildlife &amp; beauty. If you think we need more pavement to welcome people in, I don't think you're listening to why people want to live here. Money would be better spent on better education for the children who already live here.</p>	9	See Jones Franklin Rd Common Comments #1, #2, and #4.
466	Jones Franklin	Traffic	Design		The thought to widen to only go back to a bottleneck at another point in Raleigh does not solve the issue of traffic. If other bridges and roads were open that have created detours over the course of the pass 5 years were opened back it it might alleviate some of the issues near Lake Johnson and 440 get on/off ramps	0	See response to Comment #407 under Topic1-Design in this section.
472	Jones Franklin	Traffic			I work in the Capital Center. Traffic getting out of the development is really hard between 4-6p. opening another exit, as shown on this plan, with a traffic light would be helpful.	1	Comment acknowledged.

**On-Line Forum Comments  
 Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
473	Jones Franklin	Traffic	Safety		I am opposed to the proposed changes due to their negative impact on the small businesses and residences along Jones Franklin Road. People will lose their homes and their businesses. The proposed median and the resultant traffic pattern will deter traffic to the remaining businesses, impacting their viability. In addition, the traffic pattern will create additional safety concerns for those accessing or leaving the residences and businesses. In particular, patrons of the Sonner Aquatic Facility, owned by non-profit Raleigh Swimming Association, will face safety issues accessing and leaving the facility. All traffic leaving the facility must turn right and head south on Jones Franklin Road. After turning right, drivers will be required to cross two lanes of traffic to get into the U-turn lane to head north, creating a safety concern. For traffic accessing the facility from the north (i.e. I440), drivers will be required to make a U-turn at Denise Drive into two lanes of oncoming traffic, creating an additional safety concern. Please consider an alternative to this plan.	2	See responses to Jones Franklin Rd Common Comments #1, #2, and #3.
421	Jones Franklin	Water resources			I work in the building losing the pond and don't like the loss of habitat for the turtles and waterfowl, but otherwise don't have any strong opinions.	0	NCDOT will drain the pond to construct the interchange ramps and will fill a portion of the pond for the ramps. This will result in loss of the habitat provided by the pond. The property owner can decide what to do with their remaining property upon completion of construction. If the pond is a retention pond, NCDOT would need to compensate the owners with funds to provide adequate stormwater control. This will be addressed during right of way acquisition.



**On-Line Forum Comments  
 Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
441	Jones Franklin	Water resources			<p>The DOT design and thinking fails to address stormwater and runoff considerations. Experience with the DOT is that it only plans to remove water from the roadway without managing for the increased water runoff volume that results from 1. the increase in impervious surface and 2. the removal of tree and shrub canopies. Without state of the art designs using state-of-the-art runoff management models (not the outmoded and disproved approach to stormwater management current used in NC). Lake Johnson downstream and neighborhoods upstream on Walnut Creek will suffer from increased levels and frequency of flooding from this "improvement" on behalf of cars. Incorporating the stormwater-runoff engineering based on state of the art modeling as part of the roadway design process (not an after-the-roadway design" is common sense as well as socially and environmentally responsible. It is embarrassing and irresponsible that a city that hosts a major engineering University does not utilize best engineering or run-off management practices. Road designer's thinking they need only get the water off the roadway without thinking or designing for accountable for where the stormwater goes after it leaves the roadway is irresponsible. With a truly modern and comprehensive design process the lanes could be added without increasing flooding off the road.</p>	7	<p>A Preliminary Hydraulics Study for Environmental Impact was prepared for the project, as summarized in Section 3.9.3 of the Environmental Assessment (EA). The study used the most current detailed flood studies/models from the NC Floodplain Mapping Program to conduct the analysis of the Walnut Creek area. The study recommends retaining the existing triple box culvert that carries Walnut Creek under I-440 and removing the silt from the boxes. As noted in Section 3.9.3 of the EA, "The proposed project cannot cause adverse impacts to the Base Flood Elevations in this area of Walnut Creek/Lake Johnson because of the existing apartment complex structures located just upstream in the floodway. Based upon the preliminary design, this is expected to be achievable. Additional coordination with FEMA/NC Floodplain Mapping Program will be required at this location during final design."</p> <p>The widening will require the clearing of vegetation along the corridor, but disturbed areas will be revegetated. Runoff is discussed in Section 3.10.4 of the EA. For runoff during construction, the project will follow Design Standards in Sensitive Watersheds and Neuse River Riparian Buffer Rules to prevent water pollution, soil erosion, and stream siltation. Also, a Stormwater Management Plan will be prepared during final design of the project to direct the drainage design and manage long-term stormwater runoff in accordance with the NCDOT's Post-Construction Stormwater Program.</p>
447	Jones Franklin	Water resources			<p>This road improvement is needed for the growth that will occur in the area. However, it is critical that the project does not add additional stormwater flow to Walnut Creek. This creek is already experiencing an increase in flooding. Proper planning and design can be done that will decrease the chances of future flooding and save the community pain and money.</p>	1	<p>See response to Comment #441 under Topic1-Water resources in this section.</p>

**On-Line Forum Comments  
 Jones Franklin Rd**

Comment #	Location	Topic 1	Topic 2	Topic 3	Comment	Upvotes	Response
451	Jones Franklin	Water resources			My support for this plan would be contingent on finding a way to maintain water flow in permanently impacted area of nearby stream, as well as NCDOT's financial support in relocation of Learn with the Best special needs education facility.	0	The widening will require the clearing of vegetation along the corridor, but disturbed areas will be revegetated. Runoff is discussed in Section 3.10.4 of the EA. For runoff during construction, the project will follow Design Standards in Sensitive Watersheds and Neuse River Riparian Buffer Rules to prevent water pollution, soil erosion, and stream siltation. Also, a Stormwater Management Plan will be prepared during final design of the project to direct the drainage design and manage long-term stormwater runoff in accordance with the NCDOT's Post-Construction Stormwater Program. Regarding relocations, see response to Comment #474 under Topic1-Community Resources in this section.
464	Jones Franklin	Water resources	Right of Way	Natural resources	Along with you we are one of the homes that would be most affected. The DOT map shows little brown 'buildings'... true but many of those brown 'buildings' are 'homes'. Our neighborhood, though old, established, has a fine 'mix' -- older residents, young families with young children, and the middles who may be providing 'homes' for retired parents, in-laws. Relocating is NOT an option for us. I've also not seen any mention of the old, established trees which provide homes for many birds, including hawks. Additionally, whenever there is heavy rain, runoff floods across our yard. I do not see this issue addressed by current plans. People are more important than cars.	0	Regarding relocations, see response to Jones Franklin Road Common Comment #1. Regarding runoff, see response to Comment #451 under Topic1-Water resources in this section.
1693	Hillsborough-Wade	Water resources			It is imperative that any water runoff impacts to the lower neighborhoods of Roylene Acres and the adjacent apartment complex behind it (off Jones Franklin Road) are incorporated into the planning and ultimate plan, due to the history of severe flooding to that area. I do not see that in these plans.	3	See response to Comment #441 under Topic1-Water resources in this section.
1935	Jones Franklin Rd	Water resources			I agree, this area is already way too flood prone as it is. The changes to Buck Jones are going to make it worse and messing with I-440 will just compound that!	1	See response to Comment #451 under Topic1-Water resources in this section.

## On-Line Forum Comments Athens Drive Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
144	Athens Drive	Alternatives			Neither one is good. Find another way to move people.	0	There are no other reasonable alternatives to replacing the Athens Dr bridge, which must be replaced because the piers that support the bridge are in the way of widening I-440.
145	Athens Drive	Alternatives			Alternative A, mostly because it doesn't impact as many homes.	15	Comment acknowledged.
146	Athens Drive	Alternatives			in reality, these are 50-60 year-old rental properties ..... a new better bridge still leaves room for creative ideas for the old bridge & space; what is important is that this is not to become an interchange with I-440	0	There are no plans to make Athens Dr an interchange with I-440 with this project nor in the future.
151	Athens Drive	Alternatives			A is better. Less impact. Cheaper.	0	Comment acknowledged.
152	Athens Drive	Alternatives	Right of Way		My residence is very close to the bridge. It has not been made clear to me whether or not my residence would be taken for this Alternative B or not, but that is my worry. It is more expensive for the city and it would likely impact more people's homes. I think a year or 2 of inconvenience is something that people could get used to. I look forward to the public forum meetings.	4	There is some uncertainty in preliminary design regarding right of way requirements. Right of way needs are finalized during the final design stage and NCDOT tries to minimize right of way needs whenever possible. Also see response to Athens Dr Common Comment #1.
154	Athens Drive	Alternatives			\$10 million and 6 homes is too many! The public can be inconvenienced for 9 months.	1	Comment acknowledged.
155	Athens Drive	Alternatives			I prefer A because it impacts fewer homes and is cheaper.	0	Comment acknowledged.
156	Athens Drive	Alternatives			Less family homes would be impacted by Alternative A.	0	Comment acknowledged.
158	Athens Drive	Alternatives			Alternative A is both cheaper and displaces fewer residences.	1	Comment acknowledged.
159	Athens Drive	Alternatives	Bicycles/ pedestrians		Neither option seems like a worthwhile use of funds to simply add dedicated bicycle lanes, since bicyclists can use the bridge as is, and there's no case made that this area is particularly dangerous for bicycles. Certainly A, which won't force people out of their homes is preferable to B.	0	The Athens Dr bridge must be replaced because the piers that support the bridge are in the way of widening I-440.
160	Athens Drive	Alternatives			Alternative A relocates fewer homes than option B.	0	Comment acknowledged.

**On-Line Forum Comments  
 Athens Drive Grade Separation**

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
161	Athens Drive	Alternatives			Prefer Alternative A because it will cause fewer residential relocations and the location of the bridge is fine as it is.	0	Comment acknowledged.
162	Athens Drive	Alternatives			Alt A, to cause fewer home relocations.	1	Comment acknowledged.
163	Athens Drive	Alternatives			Please consider choosing the option that does not displace as many residents.	0	Comment acknowledged.
164	Athens Drive	Alternatives			Choose the in place option. Cheaper and causes fewer adverse effects to residents and surrounding neighborhood.	0	Comment acknowledged.
165	Athens Drive	Alternatives			I prefer the cheaper alternative that does not impact as many houses.	1	Comment acknowledged.
166	Athens Drive	Alternatives			Costs less and no home relocations	0	Comment acknowledged.
167	Athens Drive	Alternatives			Of the 2 alternatives, I would choose A, because only 3 houses have to be moved.	0	Comment acknowledged.
168	Athens Drive	Alternatives			Relocating fewer homes and the decreased cost associated.	0	Comment acknowledged.
169	Athens Drive	Alternatives			If it has to be done then alternative A is the best; I see no reason to relocate the bridge if it only keeps the current bridge open. Detours are temporary.	0	Comment acknowledged.
171	Athens Drive	Alternatives			Replace in place should be less expensive.	0	The Athens Dr Replace Bridge in Place Alternative is less expensive than the Athens Dr Replace Bridge to North Alternative.
172	Athens Drive	Alternatives			shutting down the bridge would be a big disruption to persons that use the bridge. building a bridge while the old one is still in use disrupts 3 additional families forever. shutting down the bridge (replace in same location) seems to be the lesser of 2 evils.	5	Comment acknowledged. See response to Athens Dr Common Comment #2.
173	Athens Drive	Alternatives			Several houses would be taken by moving bridge to the north. Will be inconvenient as bridge will be closed 9-12 months, but nothing compared to losing one's home	0	Comment acknowledged.

## On-Line Forum Comments Athens Drive Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
174	Athens Drive	Alternatives			We live near and use this bridge on a daily basis. We implore you to replace it in-place, despite it needing to be closed for longer to accomplish this, as it would be a lower cost and necessitate fewer people losing their homes.	1	Comment acknowledged.
175	Athens Drive	Alternatives			It seems it would be best to prevent relocating as many families as possible	9	Comment acknowledged.
176	Athens Drive	Alternatives			Alternative A. Less expensive. Fewer relocations.	0	Comment acknowledged.
177	Athens Drive	Alternatives			I like Alternative A given that there is less impact and the overall cost is lower	0	Comment acknowledged.
178	Athens Drive	Alternatives	Construction		People can be without a bridge for awhile, instead of people losing their houses FOREVER! In fact there are many types of accelerated bridge building techniques that can limit the lengths of the closure.	0	The design-build team will select the bridge design and construction methods for the selected alternative, and it will be in their best interest to complete the project as quickly as possible.
179	Athens Drive	Alternatives			Closing the bridge for up to 12 months is worth it if it means 3 residential relocations can be prevented	4	Comment acknowledged.
180	Athens Drive	Alternatives			Replacing in place impacts me as I use Athens Drive frequently. But I would rather detour than see any more homes in my neighborhoods disrupted like the Buck Jones Road project. (check w City or Raleigh)	5	Comment acknowledged.
181	Athens Drive	Alternatives			Please go with Alt. A so families do not have to lose their homes.	1	Comment acknowledged.
182	Athens Drive	Alternatives			Minimize impact on homes and simplify construction implementation.	0	Comment acknowledged.
183	Athens Drive	Alternatives			Alternative A	0	Comment acknowledged.
184	Athens Drive	Alternatives	Construction		Alternative A because it offers the same functionality as B with lower cost and fewer displaced families. The bridge closing will be inconvenient but I believe it is the better choice. That being said, PLEASE, PLEASE, PLEASE do not let this bridge be closed at the same time that the Avent Ferry Rd bridge over Lake Johnson is closed.	0	The NCDOT will coordinate the construction of the I-440 project and the Avent Ferry Rd project.

## On-Line Forum Comments Athens Drive Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
185	Athens Drive	Alternatives			Alternative A is best, many accidents occur here.	0	Comment acknowledged.
186	Athens Drive	Alternatives			Choose the option that takes less people's property .	2	Comment acknowledged.
187	Athens Drive	Alternatives			Any option that saves taxpayers \$10,000,000 and 3 homes is worth ~9 months of inconvenience.	1	Comment acknowledged.
189	Athens Drive	Alternatives			Please replace the Athens bridge in place. Moving the bridge to the North will cause many stable houses to be removed. Yes the work will be disruptive to the neighborhood but it is a small timeline for the best option. I live in this area and use this bridge daily; having it unavailable for 12 months will be challenging but much better for everyone in the long run.	0	Comment acknowledged.
190	Athens Drive	Alternatives			Alternative A displaces fewer (read: none) residential units, which should be a higher design priority for construction.	1	Comment acknowledged.
191	Athens Drive	Alternatives			While the bridge closing would be inconvenient, losing fewer residential homes is worth it.	0	Comment acknowledged.
192	Athens Drive	Alternatives			Neither alternative will have much affect on me but if I lived in an impacted house I would rather be inconvenienced by for a year or so than permanently as in Alternative B.	0	Comment acknowledged.
193	Athens Drive	Alternatives			Alternative A is less costly and lowest impacts.	0	Comment acknowledged.
194	Athens Drive	Alternatives	Planning		Although A is better between the two because of lesser impact on homes, the whole concept of expansion of 440 should be revisited.	0	Comment acknowledged. The I-440 improvement project has been in the region's long range transportation plans for many years. The project will widen I-440 only by two lanes, so as to match the six lanes along the rest of I-440.
196	Athens Drive	Alternatives			Alternative A because not as many homes would be impacted. I travel Athens Drive frequently but can deal with being slightly inconvenienced by detour or using another route rather than seeing people lose their homes.	1	Comment acknowledged. Also, see response to Athens Dr Common Comment #2.
197	Athens Drive	Alternatives			Though the long bridge closure of A will impact my regular travel for that period, I still prefer A because it impacts fewer residents and is less expensive. Other than not requiring a bridge closure there does not seem to be any other benefit to Alt B.	0	Comment acknowledged. A comparison of impacts from the Athens Dr grade separation Detailed Study Alternatives is included in Section 3.13.3 of the Environmental Assessment.

## On-Line Forum Comments Athens Drive Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
199	Athens Drive	Alternatives			It's actually A that takes away fewer homes.	0	Comment acknowledged.
200	Athens Drive	Alternatives			Keep the bridge in place to minimize to the loss of homes. The inconvenience for 9-12 months is nothing compared to what these families are going to have to deal with.	0	Comment acknowledged.
201	Athens Drive	Alternatives			Alternative A because it impacts less homes	0	Comment acknowledged.
202	Athens Drive	Alternatives			a detour during construction would be preferred over relocating families	0	Comment acknowledged.
203	Athens Drive	Alternatives			Less impact for surrounding homes.	0	Comment acknowledged.
204	Athens Drive	Alternatives			Alternative B - less time of closure while work is completed	0	Comment acknowledged.
205	Athens Drive	Alternatives			It keeps the existing bridges from being closed during construction	0	Comment acknowledged.
206	Athens Drive	Alternatives			B seems better, takes fewer homes away from people. Still no good option.	0	Alternative B (Replace Bridge to North Alternative) is estimated to require five residential relocations. Alternative A (Replace Bridge in Place Alternative) is estimated to require no residential relocations.
207	Athens Drive	Alternatives			I don't think there is totally a need to relocate 6 residences, but I do transit this bridge multiple times a week and a year without the bridge seems like it will be very annoying.	0	Comment acknowledged.
208	Athens Drive	Alternatives			I like alternative B, due to the fact the road would remain open during construction.	0	Comment acknowledged.
209	Athens Drive	Alternatives			I use this interchange daily to go to/from work. I like option B as it would allow the exit to remain open. I thank the relocated families for their sacrifice and trust they will be fairly compensated.	0	See response to Athens Dr Common Comment #1.
210	Athens Drive	Alternatives			Replacing the bridge to the north adds unnecessary re-alignment and easement acquisition, effecting a significant number or residential properties.	0	Comment acknowledged.

## On-Line Forum Comments Athens Drive Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
211	Athens Drive	Alternatives	Bicycles/ pedestrians		I vote for option B replace the bridge to the north. I own one of the houses that would be taken by replacing the bridge to the north. I tried to sell my home twice with offers received, that fell through because of the disruption of the bridge, as well as potential disruption in the amount of land acquired for right of way by the state. If the state replaces the bridge in place, then I will likely not be able to move until the project is completed, or sell at a considerable discount. Also, the detour would be a minor inconvenience for most people, who use Athens drive for commute, but would be a major inconvenience for those who live on Athens drive and must walk across the bridge to go to school, pool, library, or to the Store at the end of the street. The bridge gets a ton of foot traffic every day, from people who need access to groceries and school. 2.9 miles is too much detour for those who walk.	0	See responses to Athens Dr Common Comments #1 and #2.
212	Athens Drive	Alternatives			I prefer to replace the existing bridge to the north due to the impact of shutting down the bridge for so long.	0	Comment acknowledged.
214	Athens Drive	Alternatives			Alternative b since the bridge will not need to be closed.	0	Comment acknowledged.
215	Athens Drive	Alternatives			Prefer Alternative B so the bridge does not have to be shut down. Too many schools, businesses and residents will be impacted with a bridge shut down.	1	Comment acknowledged.
217	Athens Drive	Alternatives	Other		According to the plans, moving this bridge would not require any residential relocations. It seems that the other comments did not read the maps carefully and are confusing this bridge with the Melbourne Rd. bridge. Alternative A would result in a closure of about one year on the Athens Drive bridge. This would probably raise travel times for hundreds of commuters by about 10 min. for one year. That's a pretty big impact to save \$1.3 million.  Please, as you go through these comments, transfer the ones that are obviously about the Melbourne Rd. bridge to that section. Don't let them get conflated with the comments about this bridge.	0	NCDOT reviewed each comment and moved any as needed.
218	Athens Drive	Alternatives			I can't see how a closure this long would work as this is a main thoroughfare for a lot of traffic as well as providing options for detours as needed when other roads are impacted by any possibilities such as water main breaks to accidents. for example, melbourne road bridge was closed for a long period, so traffic was diverted to athens.	0	Comment acknowledged.
219	Athens Drive	Alternatives			B because the bridge doesn't need to be closed during construction.	0	Comment acknowledged.



## On-Line Forum Comments Athens Drive Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
220	Athens Drive	Alternatives	Construction		I use this bridge almost daily, as do many who access either Athens Drive High School or the Thomas Crowder Center. It would be hard to close this bridge for a year, especially with the possibility of the closure of the Melbourne Bridge and all the work that will be going on all up and down the beltline in this area.	0	See response to Athens Dr Common Comment #2.
221	Athens Drive	Alternatives	Construction		Having the school and park near Athens makes it very hard to close the street. Any relocation is bad, but I think a long closure of that route would cause headaches for many in those neighborhoods.	0	See response to Athens Dr Common Comment #2.
222	Athens Drive	Alternatives			Need to keep Athens Drive open for transportation to the high school and park access.	1	See response to Athens Dr Common Comment #2.
223	Athens Drive	Alternatives			continued mobility - 3.2 mile detour could have much worse impacts on neighborhood and surrounding community than 3 residential relocations.	0	See response to Athens Dr Common Comment #2.
2086	Athens Drive	Alternatives			A is better. Less impact. Cheaper	0	Comment acknowledged.
2230	Athens Drive	Alternatives			I use this interchange daily to go to/from work, so keeping the bridge open is important to me. I thank the families being relocated for their sacrifice and trust they will be fairly compensated.	1	Comment acknowledged.
2363	Athens Drive	Alternatives			Alternative A- relocate as few families as possible	0	Comment acknowledged.
2553	Athens Drive	Alternatives			Alternative B. How can a bridge be replaced when Athens Drive has a major high school near the bridge, a church, a library, the Woodlands Center, a public pool, a football stadium, Lake Johnson, etc.	1	See response to Athens Dr Common Comment #2.
143	Athens Drive	Bicycles/ pedestrians			Any improvement for Bike/ped traffic for the Athens Dr Bridge would be welcome to this local pedestrian. There is absolutely no consideration for Bike/Ped traffic over the current bridge, with a 24"W X 12"H curb not being pedestrian friendly, and constant overgrowth on the entry/exit from the sidewalk requiring pedestrians to walk into vehicle traffic. This is dangerous considering that students walk over this bridge daily to get to/from Athens Dr High School. I would propose that a "Greenway" connector on the right of way between Athens Dr and Ravenwood Dr would significantly improve pedestrian mobility within these neighborhoods and would serve as a safer and more logical routing connection with bike/ped patron when compared to Melbourne Rd and it's interstate access.	1	The new Athens Dr bridge will include sidewalks and bicycle lanes. See response to Athens Dr Common Comment #2 for a discussion of access during construction. A greenway connector between the end of Ravenwood Dr and Athens Dr would be a separate independent project for the City of Raleigh.

## On-Line Forum Comments Athens Drive Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1947	Athens Dr	Bicycles/ pedestrians	Construction		<p>It's absolutely imperative that there be a safe bicycle crossing during construction. For bicycle commuters, and ride many ride across the Athens Dr. bridge twice a day. If this bridge closes, they will need to find a safe way to cross the Beltline. Crossing it on heavily traveled streets like Western, Hillsborough, and Jones Franklin just doesn't seem safe, especially considering the large number of times they would need to cross. I can see the following alternatives.</p> <ol style="list-style-type: none"> <li>1. Cross at Beryl. This is two miles out of my way, but the terrain is very flat, so it wouldn't take much more time. Traffic is light for the whole distance. Unfortunately, the Beltline project will coincide with the construction of the overpass at Blue Ridge Rd., so traffic at Beryl and Blue Ridge is likely to be impacted.</li> <li>2. Cross at Ligon. The big issue here is elevation changes. There's no way to get to Ligon and the Beltline without going up and down hills. If the culvert is reconstructed in place, it may also be closed just when I need to use it.</li> <li>3. Cross at Melbourne Rd. This is even less viable. Just getting to the Melbourne Rd. bridge adds 2.3 mi. to the length of the route. The Melbourne Rd. bridge is not a substitute for the Athens bridge, or vice versa. And this is true for both drivers and bicyclists.</li> </ol> <p>However, if there's room on the right-of-way, perhaps a temporary bike/pedestrian path could be built between Athens Dr. and Auckland St. Then the Melbourne bridge would be a viable alternative to the Athens bridge, and vice versa.</p> <p>So ... my recommendations for a safe bicycle crossing: (1) Keep the Beryl Rd. crossing accessible to bicycles at all times, or (2) build a temporary path between Athens Dr. and Auckland St.</p>	0	See response to Athens Dr Common Comment #2. The construction phasing for the project will consider accessibility across I-440. The I-440 project and the Blue Ridge Rd grade separation project (U-4437) will be awarded to the same design-build team so the proper coordination occurs during construction regarding maintenance of traffic through the area.

## On-Line Forum Comments Athens Drive Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1953	Athens Dr	Bicycles/ pedestrians	Construction		<p>It's absolutely imperative to me that there be a safe bicycle crossing during construction. I'm a bicycle commuter, and ride my bike across the Athens Dr. bridge twice a day. If this bridge closes, I need to find a safe way to cross the Beltline. Crossing it on heavily traveled streets like Western, Hillsborough, and Jones Franklin just doesn't seem safe, especially considering the large number of times I will need to cross. I can see the following alternatives.</p> <ol style="list-style-type: none"> <li>1. Cross at Beryl. This is two miles out of my way, but the terrain is very flat, so it wouldn't take much more time. Traffic is light for the whole distance. Unfortunately, the Beltline project will coincide with the construction of the overpass at Blue Ridge Rd., so traffic at Beryl and Blue Ridge is likely to be impacted.</li> <li>2. Cross at Ligon. The big issue here is elevation changes. There's no way to get to Ligon and the Beltline without going up and down hills. If the culvert is reconstructed in place, it may also be closed just when I need to use it.</li> <li>3. Cross at Melbourne Rd. This is even less viable. Just getting to the Melbourne Rd. bridge adds 2.3 mi. to the length of the route. The Melbourne Rd. bridge is not a substitute for the Athens bridge, or vice versa. And this is true for both drivers and bicyclists.</li> </ol> <p>However, if there's room on the right-of-way, perhaps a temporary bike/pedestrian path could be built between Athens Dr. and Auckland St. Then the Melbourne bridge would be a viable alternative to the Athens bridge, and vice versa.</p> <p>So ... my recommendations for a safe bicycle crossing: (1) Keep the Beryl Rd. crossing accessible to bicycles at all times, or (2) build a temporary path between Athens Dr. and Auckland St.</p>	0	See response to Athens Dr Common Comment #2. The construction phasing for the project will consider accessibility across I-440. The I-440 project and the Blue Ridge Rd grade separation project (U-4437) will be awarded to the same design-build team so the proper coordination occurs during construction regarding maintenance of traffic through the area.
1957	Athens Dr	Bicycles/ pedestrians	Construction		<p>The main issue to me is bike safety. If this bridge is rebuilt in place, there will not be a safe crossing for bicycles during the year that it is closed. Keeping the Melbourne Rd. bridge open during this period does not help much, because it is too circuitous to get from Athens Dr. to Melbourne and back to Athens Dr. A better alternative would be to keep the Beryl Road crossing accessible, but alas, this is threatened by the Hillsborough-Blue Ridge project. It would be too dangerous to cross freeway daily on a bike during construction at the crossings that are heavily traveled by autos, such as Western Blvd. and Hillsborough. PLEASE assure that there is a safe way to cross during construction!</p>	0	See response to Athens Dr Common Comment #2. The construction phasing for the project will consider accessibility across I-440. The I-440 project and the Blue Ridge Rd grade separation project (U-4437) will be awarded to the same design-build team so the proper coordination occurs during construction regarding maintenance of traffic through the area.
142	Athens Drive	Construction			<p>To close this bridge and to close the bridge on Melbourne at the same time would be a burden on my family in getting to our residence (1337 Swallow Drive).</p>	0	The Athens Dr bridge and the Melbourne Rd bridge will not be closed at the same time. This will be added as a requirement in the design-build request for proposals (RFP).
213	Athens Drive	Construction			<p>Closing the bridge for a year would several years impact my life in a negative way.</p>	0	Comment acknowledged.

## On-Line Forum Comments Athens Drive Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
140	Athens Drive	Cost/funding			I don't want my tax dollars being under-utilized. This is a nonsense solution to no problem. I have never, ever seen traffic back up here and you would be disrupting families lives because of it.	3	The Athens Dr bridge needs to be replaced because the piers that support the bridge are in the way of widening I-440. Athens Dr is a two-lane road and will not be widened with the proposed project.
150	Athens Drive	Design			Entire bridge should be replaced now to avoid impact of future replacement of south bound bridge.	0	The entire Athens Dr bridge will be replaced with the project.
2315	Athens Drive	Design			The shifted bridge placement plan worked really well at Lassiter Mill Road when that overpass was replaced.	1	Comment acknowledged.
216	Athens Drive	Other			I need to use this bridge on a weekly basis.	0	Comment acknowledged.
148	Athens Drive	Planning	Construction		There's no good solution here. NCDOT needs to work with Wake County Schools to develop alternate bus and access routes. I like the existing road alignment but the amount of disruption to the number of families is phenomenal. Consider that the Avent Ferry Bridge at Lake Johnson is scheduled for replacement, Lake Dam Road bridge has no timetable for repair and this part of West Raleigh starts to seem very isolated. Even if the Avent Ferry Bridge improvement is postponed, can Avent Ferry really handle the southbound traffic that would normally be splitting off at Athens Drive?	1	The Athens Dr bridge and the Avent Ferry Rd bridge will not be closed at the same time. These are two separate projects that will need to be coordinated by NCDOT. The EA includes a commitment on page PC-2 that "During construction, NCDOT will coordinate with the Wake County Public School System.....regarding detour routes and associated route changes that may be necessary during construction."
139	Athens Drive	Right of Way	Other		You incorrectly assume people's houses will be removed. If the new bridge is built and the old one is closed you affect Athens Drive HS and Combs elementary. Most of you idiots don't even live on Athens drive	0	See responses to Athens Dr Common Comments #1 and #2.
141	Athens Drive	Right of Way			Why are three residential relocations on Alternative A here a benefit, but the three residential relocations on Melbourne Road's in-place option are adverse impacts?	0	There are no residential relocations at Athens Dr under the Replace Bridge in Place Alternative (Alternative A), that is why the table shows this as a green circle.
147	Athens Drive	Right of Way			Less impact on properties	3	Comment acknowledged.
149	Athens Drive	Right of Way			Whichever is less impactful on its surroundings suits me.	0	Comment acknowledged.
153	Athens Drive	Right of Way	Construction		It is unfortunate that there are relocations. I hope homeowners will be treated fairly. Alternative A seems better, has fewer relocations. but will cause disruption for Athens Drive high school students. I hope that the bulk of work can be done when school is not in session.	0	See response to Athens Dr Common Comment #1. Also, the EA includes a commitment on page PC-2 that "During construction, NCDOT will coordinate with the Wake County Public School System.....regarding detour routes and associated route changes that may be necessary during construction."

### On-Line Forum Comments Athens Drive Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
157	Athens Drive	Right of Way			The state should do all it can to protect citizen investments. These properties represent the single biggest (most likely) investment these people will ever make in their life. Don't mess with it. A year or 2 of detours to save the quality of life of these people and their property is worth it. The pictures/maps are a bit confusing. If you are outright purchasing their land for market value, then it is acceptable, but if you are taking their land or using up all the right of way in front of them, then it is unacceptable solution.	0	See response to Athens Dr Common Comment #1.
170	Athens Drive	Right of Way			The impact to the current homes should be as small as possible	0	Comment acknowledged.
188	Athens Drive	Right of Way			This area is home to families - relocating 6 households is too many.	9	See response to Athens Dr Common Comment #1.
195	Athens Drive	Right of Way			Relocation of homes should be kept to a minimum.	0	Comment acknowledged.
198	Athens Drive	Right of Way			All of us need to live with the temporary inconvenience so homes can be saved.	3	Comment acknowledged.
2343	Athens Drive	Right of way			Agreed. I live in the neighborhood and would prefer to save as many homes as possible (presuming that they are indeed homes and not rentals).	0	Comment acknowledged.
2555	Athens Drive	Right of Way			Agree with not displacing existing families/homes	0	Comment acknowledged.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
545	Melbourne	Alternatives			same as with Athens drive bridge - why?	0	When replacing an existing bridge, the logical options to evaluate are to replace the bridge in place or to replace it directly to either side of the existing bridge. These were the options evaluated for both Athens Dr and Melbourne Rd. At both crossings, the bridge to south alternative was eliminated because it would impact a major power tower and would not have any advantages or benefits compared to the other alternatives.
554	Melbourne	Alternatives			Stop lights are not needed and am ok with either option as long as exit ramps remain. These ramps were a major factor in purchasing our home in this location and to lose them would be a huge detriment. I am glad that both options retain these ramps.	2	See response to Melbourne Rd Common Comment #3.
555	Melbourne	Alternatives	Eliminate Melbourne ramps		I strongly object to both proposals. Recommend closing the exit altogether. Both plans negatively impact too many homes and this is a highly desired neighborhood. Also, Melbourne doesn't need a traffic light and not bike lanes. Homes on Melbourne are already being disturbed with creation of a new sidewalk - this is *enough* disruption to property and the street.	4	See responses to Melbourne Rd Common Comments #1, #3, #4, and #5.
564	Melbourne	Alternatives	Keep Deboy St connection		Both plans call for the closing of Deboy at the beltline which is very bad . There is a very large apartment complex where the majority of the residents on Schaub Drive use this access to get home when coming from the North. Closing Deboy will force these residents to either travel further thru the residential neighborhoods with much narrow streets than Deboy. The only other option is Deboy is closed is forcing all drivers to either turn left or u turn at the intersection of Western Blvd and Deboy which is already congested and has had several accidents.	0	See response to Melbourne Rd Common Comment #2.
581	Melbourne	Alternatives	Right of Way		Dislike both due to impact on residential areas.	1	NCDOT tries to minimize right of way impacts as much as possible. Measures to reduce the right of way needs and relocations caused by the project will continue to be investigated through final design.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
590	Melbourne	Alternatives	Eliminate Melbourne ramps		We live in the neighborhood with Melbourne Road and although we use the ramps to/from 440 regularly, we feel very strongly that CLOSING THE RAMPS is the most sound and thoughtful decision to ease traffic problems both on the beltline and within the neighborhood itself. The Melbourne bridge is a vital connection between the two halves of this midcentury neighborhood, and replacing the bridge in-place (instead of nudging it north) will have a short-term impact that provides a far better long-term solution. The neighborhood-based volume across the bridge itself does NOT warrant widening or stoplights and this should be a cost-savings as well. Indeed, closing the ramps would only help to preserve a new bridge for a longer period on account of less wear/tear. Traffic at break-neck speeds through this neighborhood (CHECK THE POLICE REPORTS) from drivers cutting through here to get to the beltline provides a constant source of high-speed accidents, DWIs and near-misses with pedestrians, cyclists, elderly residents and school-aged children on foot (re: AB Combs Elementary and Athens Drive High School). Given the high number of interchanges on this portion of the beltline, and the intricate engineering at play to accommodate the tremendous volume at larger junction points with Western, Hillsborough and Wade, there simply is NO REASON to continue also having an interchange with Melbourne.	3	See responses to Melbourne Rd Common Comments #1, #3, #4, and #5.
593	Melbourne	Alternatives	Keep Deboy St connection		I think either alternative could work. We recently lived for about a month with the Melbourne Road bridge closed after damage, so we have learned how to manage a detour. But I think that closing Deboy Street access to Melbourne via the I440 exit would be very detrimental, bringing considerable traffic to Huntington, presently a quiet residential street not equipped to handle so much traffic. I am very much opposed to that part of the proposal. I also agree that a stop light at the end of the exit ramp to Melbourne is unnecessary.	0	See responses to Melbourne Rd Common Comments #2 and #3.
595	Melbourne	Alternatives			Neither option is really appealing. Change the bridge from connecting Kaplan to Melbourne to a bridge that connects Kaplan to Deboy St so fewer homes are impacted by either ramp changes or streetscape changes. The options presented are like asking do I want to give up AC in August or heat in January. Pros and cons to both options with either option being an issue in some manner. I would hope educated engineers could come up with a better solution. Sometimes what sounds good on paper is awful in reality.	0	Realigning the bridge to connect Kaplan Dr and Deboy St likely would have similar residential impacts as the Detailed Study Alternatives.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
598	Melbourne	Alternatives	Eliminate Melbourne ramps		<p>Neither--REMOVE THE ON AND OFF-RAMP TO MELBOURNE ROAD!!</p> <p>To my knowledge this is the only exit along I-440 that funnels directly into a neighborhood, rather than onto an secondary road. Because of this design, Kaplan Drive, my street is basically "Kaplan Highway." Because of the highway access, I've seen an unsettling number of 18-wheeled tractor trailers short-cutting to the highway via Kaplan Drive even though the road is not designed to handle their wide turning radius or heavy load. No one wants to see tractor-trailers driving through their neighborhood where their children are playing.</p> <p>I would like to advocate for the removal of the on and off-ramp at Melbourne Road. This would mean accessing I-440 at Western Boulevard or Jones Franklin Road with minimal time loss for commuters, but better planning for public safety and residential property concerns. Evaluating the effect of closing the on and off-ramp here could have beneficial results for both the Cardinal Hills neighborhood and I-440 alike. Eliminating this exit along this particular stretch of I-440 may actually help ease traffic congestion on the beltway itself. Furthermore pedestrians and bicyclists would benefit from this solution by allowing folks to safely cross between both sides of the Cardinal Hills neighborhood without fear of being hit by a reckless driver.</p> <p>Let's keep the neighborhood intact and get rid of the on and off-ramp!</p>	7	See responses to Melbourne Rd Common Comments #1, #4, and #5.
600	Melbourne	Alternatives	Right of Way		Do not like either plan because of the closing of Deboy Street. This will have a negative impact on the access to the community.	1	See response to Melbourne Rd Common Comment #2.
609	Melbourne	Alternatives			It would be a drastic increase in time. Try taking the ramps once and then try taking Kent to Western or Jones Franklin and tell me which is faster. The take that time and double it because everyone who used our ramps is now forced to use that alternate route and increase all of the traffic load on these streets because a minority of people were short sighted and advocated the removals of a valuable resource for our community. The ramps should remain.	1	The ramps will be included with the improvements at the Melbourne Rd interchange.



## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
615	Melbourne	Alternatives	Traffic		<p>Luckily so far the option to remove them is off the table because the value of keeping them seems to be obvious. Again there is this argument that somehow keeping the ramps is going to increase traffic to in our neighborhood. Our neighborhood is set, we're not growing or putting in multiplexes. The same amount of people now are the same amount that will be using the ramps after the construction. Even if there were traffic cutting through from 440, which i dont think is an issue, it will likely decrease with the improved Western exit and the easier access because of more lanes to Jones Franklin and it's improvements.</p> <p>The only effect of all this constructions is possibly less neighborhood traffic not more. The effect of losing the valuable asset we have with our ramps is more people staying in our neighborhood longer, inconveniencing residents, and lowering our property values because we lose a unique commodity within the city.</p>	1	Overall traffic on the entire regional roadway network is projected to increase through the forecast year 2040. The ramps are already in place, so just upgrading the ramps with the project would not attract more vehicles than would otherwise use the ramps.
617	Melbourne	Alternatives	Traffic		How will any of this happen by keeping our ramps? This is an empty assertion and scare tactic with no evidence or explanation to back it up. There is no reason more people will suddenly use ramps that have always been there than do now. Other exits are being improved so logic says there will be less use and not more. Removing the ramps will only inconvenience and damage our community.	0	Comment acknowledged. The ramps are part of the proposed project.
630	Melbourne	Alternatives	Traffic		I am fine with either option as both retain the vital Melbourne exits. These exits were one of the deciding factors in where I purchased my home and their loss would be a severe detriment to our community and those that use those exits daily. Alternate routes are already heavily trafficked and would become even worse without the Melbourne exits. So far all feedback has indicated these exits will remain but wanted to reiterate my support for keeping them.	1	Comment acknowledged. The ramps are part of the proposed project.
635	Melbourne	Alternatives	Keep Deboy St connection		<p>This comment does not have to do with the alternatives. Deboy St. closure shows up in both plans. I don't think it is necessary to dead-end Deboy St. I do not see why the Deboy St intersection with the off-ramp needs to be closed. It is currently the most convenient way to access Melbourne and 440. Closing it will increase my commute by several minutes daily (it adds up!).</p> <p>Closing the Deboy-off ramp intersection will add a lot of traffic to Huntingdon, as people maneuver from Deboy over to Melbourne. This includes the 11L GoRaleigh bus which currently comes down Deboy and right onto the Melbourne off ramp. Huntingdon is not equipped for that type of traffic (both the bus and other traffic heading for Melbourne). Huntingdon is narrow with no sidewalks and a lot of pedestrians. If the Deboy-off ramp intersection is closed, in my opinion, in a few years Raleigh will be looking at widening Huntingdon, which will be expensive.</p>	14	See response to Melbourne Rd Common Comment #2. NCDOT will work with GoRaleigh regarding their routes both during and after construction.
637	Melbourne	Alternatives	Keep Deboy St connection		This was my comment. You totally misinterpreted my comment. I ABSOLUTELY want to keep the beltline access open. I said to keep the exit open. In fact I am saying NOT to close the Deboy intersection, as is shown in the map. Please keep the Deboy-off ramp intersection OPEN.	1	See response to Melbourne Rd Common Comment #2.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
644	Melbourne	Alternatives	Right of Way		Agreed, having stop lights does not seem necessary and given the short distance would frankly cause more traffic problems based on what I see during the morning commute. Yes -- I would also prefer to save houses although this ramp is a vital link in/out of the neighborhood. There is just no good alternative.	0	See response to Melbourne Rd Common Comment #3.
646	Melbourne	Alternatives			Alternative A, mostly because it affects fewer homes.	3	Comment acknowledged.
656	Melbourne	Alternatives	Eliminate Melbourne ramps		Why are these the only two options? I'D TOTALLY CLOSE THIS EXIT. It's the only exit on all of 440 that connects to a small residential street. Pineview Drive is already looking at speed bumps to slow those who use it as a thoroughfare to Avent Ferry Rd. and Lake Dam Rd.. Close the exit, forget about the speed bumps and traffic signals, save tons of money and maintenance, force drivers to use the larger streets (Athens Dr. and Western Blvd). rather than cutting through neighborhoods. Nobody gets displaced, neighborhoods are preserved.	6	See response to Melbourne Rd Common Comments #1 and #3.
663	Melbourne	Alternatives			no preference	0	Comment acknowledged.
679	Melbourne	Alternatives			Again, option A preferred in order to save funding and relocate fewer people. I certainly hope that during construction only ONE bridge will be closed. It would be unfair to have both bridges closed at same time for any length of time.	0	Comment acknowledged. The bridges at Melbourne Rd and Athens Dr will not be closed at the same time during construction.
681	Melbourne	Alternatives			In general, I am in favor of impacting the fewest existing homes as possible. This is also a bridge that I use on a daily basis so I don't take this consideration lightly.	0	Comment acknowledged.
682	Melbourne	Alternatives			Prefer A, save homes. No traffic signals.	0	See response to Melbourne Rd Common Comment #3.
683	Melbourne	Alternatives	Right of Way		Option A makes the most sense. It's the least expensive and has the least amount of residential relocations. A temporary closure of the bridge and a TEMPORARY inconvenience to some people makes way more sense than the PERMANENT removal of residential homes. Period. I don't understand why option B is even an option.	0	Both options were presented in the EA because NCDOT wanted to include feedback on public preferences as a factor before making a decision as to which alternative to implement.
684	Melbourne	Alternatives	Right of Way		Alternative A relocates fewer homes than B.	1	Comment acknowledged.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
685	Melbourne	Alternatives	Eliminate Melbourne ramps	Noise	Prefer Alternative A since it will involve fewer residential relocations. However, the proposed stop lights at the ramps are not needed at all and would be very inappropriate for this small residential road. As others have commented, it really would be better to close this Beltline entrance/exit altogether and just leave it as a bridge over the Beltline. However, to save even more money, the bridge over the Beltline could be completely eliminated. In addition, it would be a waste of money to widen Melbourne Road and add a short section of bike lane which is not needed; the road is fine for bicycles as it is. In any alternative, a sound wall is absolutely needed. For the many years that the NCDOT has talked about this project with the neighborhood, it has assured us that a sound wall would be constructed. It is far too late in the project to renege on promises that have been made for years.	0	See responses to Melbourne Rd Common Comments #1, #3, #4, and #5. Noise walls are preliminarily recommended as feasible and reasonable in three of the four quadrants of the interchange. The quadrant with the on-ramp to eastbound I-440 does not have a noise wall recommended because these residences (except for one) are not predicted to be impacted by year 2035 peak hour noise levels that equal or exceed 66 dBA Leq, the level at which noise abatement must be considered. Based on NCDOT policy, constructing noise abatement for one impacted residence is not reasonable.
686	Melbourne	Alternatives	Eliminate Melbourne ramps	Noise	Alt A. Fewer home relocations. I occasionally bike downtown (using Melbourne) but I don't think a bike lane is needed on Melbourne. As I see it, it's a "lane to nowhere". Save us some money and frustration. And I don't think Melbourne needs to be widened either. I don't think we need lights at the ramps. I agree one would be more useful at the Kaplan jct. I use the ramps all the time but I would be fine using the new Western exchange. And saves a few houses or Deboy access I guess. I can adjust to using a different ramp. I suggest closing the ramps. I understand there is low density housing on the N/W side of 440 here but it's a crime still to not put up a sound barrier.	1	See responses to Melbourne Rd Common Comments #1 through #5.
688	Melbourne	Alternatives	Eliminate Melbourne ramps	Keep Deboy St connection	This would affect fewer homes. I would also favor closing the Melbourne Road ramps to retain DeBoy St. access and lessen the need to widen and enhance Melbourne Road and bridge.	1	See responses to Melbourne Rd Common Comments #1, #2, and #4.
689	Melbourne	Alternatives	Keep Deboy St connection		I much prefer Alternative A to alternative B, but also wish the access to Deboy St would remain maintained. I'm sure the inconvenience of driving through the neighborhood streets would deter a lot of traffic, but many of the neighborhood streets are not suitable for handling much of an increase in traffic volume at all. These two alternatives, other than widening I-440, are realistically solutions to problems that do not exist.	2	See response to Melbourne Rd Common Comment #2.
690	Melbourne	Alternatives			Alternative A to impact less homes. In addition, including stop lights at the ramps is not needed.	2	See response to Melbourne Rd Common Comment #3.
691	Melbourne	Alternatives	Keep Deboy St connection		of the 2 options, I would choose A as it means fewer people losing their homes, but I can't bring myself to "Like It". I would also agree with the other comments made regarding closing off DeBoy St and the unnecessary stop lights. Turning left onto Kaplan can be a bit difficult, but also not worthy of a stoplight.	1	See responses to Melbourne Rd Common Comments #2 and #3.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
692	Melbourne	Alternatives			Prefer replacing existing bridge in place. Less negative impact to property owners on Melbourne Road. Less expensive. Bridge closure for 9 to 12 months not an important issue since we just went through multiple weeks of closure due to accident damage to the bridge; detour worked just fine. Fewer residential relocations; therefore less disruption to the neighborhood.	8	Comment acknowledged.
693	Melbourne	Alternatives			Prefer A	0	Comment acknowledged.
694	Melbourne	Alternatives			Prefer alternative A.	0	Comment acknowledged.
695	Melbourne	Alternatives	Design		Replace the existing Melbourne bridge in place plan.	2	Comment acknowledged.
696	Melbourne	Alternatives	Keep Deboy St connection		I prefer Alternative A as it has less impact. Consider not closing Deboy St.	0	See response to Melbourne Rd Common Comment #2.
697	Melbourne	Alternatives			People can be without a bridge for awhile, instead of people losing their houses FOREVER! In fact there are many types of accelerated bridge building techniques that can limit the lengths of the closure.	3	Comment acknowledged.
698	Melbourne	Alternatives	Right of Way	Construction	Alternative A. I hate to relocate more than is absolutely necessary. I love my bridge but can be displaced for 12 months to save a home.	1	Comment acknowledged.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
700	Melbourne	Alternatives	Design	Noise	<p>Alternative A minimizes impact on existing properties and would just work better. I live on Melbourne Road. There is no need for traffic light signalization implementation. There has never been traffic back-up problems of any sort exiting I-440 onto Melbourne or exiting Melbourne onto I-440. Traffic lights would create unnecessary snarls that don't currently exist in that area and shouldn't even with the improvements.</p> <p>The widening, addition of sidewalk and bike lanes is unnecessary for a roadway that is under a mile long! We already have sidewalk that meets code on the southern side of Melbourne to the Powell Drive intersection and the city is currently adding sidewalk on the north side after the Powell Drive intersection to the end of Melbourne. The widening of the road to include bike lanes is not necessary and disrupts the properties and neighborhood that have done well without them before. I don't anticipate that the traffic will increase significantly with these proposed improvements.</p> <p>I don't understand the need to widen the bridge on Melbourne Road as it does not currently carry a high volume of traffic at any particular time and I don't anticipate that it would increase significantly with the proposed improvements. Let's face it, the people that will use the bridge after the improvements are the same that are using the bridge right now. The population of the neighborhood is not increasing due to the improvements so the amount of traffic shouldn't vary all that much. Since you'll have two ramps that limit the ingress and egress from I-440 you will limit the amount of traffic utilizing the bridge.</p> <p>I am in favor of keeping the ramps open as we've gotten used to their convenience and accessibility during all these years. It is unfortunate to have to close the end of DeBoy but it is a small price to pay for the improvements and doesn't overly disrupt the neighborhood and doesn't take property away from anyone.</p> <p>A sound wall will be necessary. The traffic on I-440 is quite loud when you go walking on the street that borders the I-440 right-of-way and will only increase with the proposed widening improvements. The sound of the proximity and increased traffic will be bothersome to any of those adjacent properties.</p> <p>Thank you for taking the time to read these comments and thank you for allowing this feedback!</p>	2	See response to Comment #685 under Topic1-Alternatives in this section regarding noise. See responses to Melbourne Rd Common Comments #3, #4, and #5, regarding bike lanes, widening of Melbourne Rd, and traffic signals.
701	Melbourne	Alternatives	Right of Way		<p>This issue is different from the Athens Dr. bridge. Here, moving the bridge would require residential relocations, according to the plan. That is probably a key difference</p>	1	At Melbourne Rd, the Build Bridge in Place Alternative would require three residential relocations and the Build Bridge to North Alternative would require six residential relocations.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
702	Melbourne	Alternatives	Planning	Noise	<p>I like A- I don't think that Melbourne Rd. needs to be widened. I don't think that there needs to be bike lanes on Melbourne Rd.</p> <p>A stoplight at the intersection of Melbourne Rd and Kaplan Dr. would be of benefit to the drivers.</p> <p>Does the environmental study include the detour of traffic that will greatly impact traffic on Driftwood Dr if/when the bridge is replaced? There already is alot of traffic on Driftwood Dr. because drivers use that as a cut-through from Deboy St. to Powell Dr. Vehicles go up and down Driftwood Dr. all hours of the day and night (and alot of the drivers are driving way too fast). This not only impacts the residents, but also persons that walk along Driftwood Dr.</p> <p>How about a consideration of reallocation of funds to use monies not used for bike lanes on Melbourne Rd to fund speed deterrent measures on Driftwood Dr. (speed bumps or speed tables)? RPD has been advised of the amount of traffic on Driftwood Dr. and nothing has been done to discourage "speeders". Also a noise wall along the 440 corridor to block some of the excess noise from the beltline to Deboy St. would be of a great benefit.</p>	0	See response to Comment #685 under Topic1-Alternatives in this section regarding noise. See responses to Melbourne Rd Common Comments #3, #4, and #5. Traffic currently using Deboy St could use Driftwood Dr in addition to Huntington St to access Melbourne Rd, depending on where the vehicles are coming from. These roads and Melbourne Rd have the capacity to handle this traffic. Funds used to construct the I-440 project cannot be reallocated to traffic calming measures on Driftwood Dr, which would be a separate City of Raleigh project.
703	Melbourne	Alternatives	Eliminate Melbourne ramps		Fewer houses are lost with alternative a. There are many travel options available to folks entering and exiting the neighborhood besides the ramps at the bridge. I wish they could go away so fewer homes are impacted.	0	Comment acknowledged.
704	Melbourne	Alternatives	Right of Way		Alternative A displaces fewer families and saves money. No stop lights needed at the ramps. This access to the beltline is a critical connection for this neighborhood.	0	See response to Melbourne Rd Common Comment #3.
705	Melbourne	Alternatives	Eliminate Melbourne ramps	Bicycles/ pedestrians	Bridge should be replaced in place, I heard there is a couple that has lived in the neighborhood for 60 years that will loose their home if the bridge is moved. No need for bike lanes on Melbourne, it's quiet and wide enough for cyclists and cars to share the road safely. As for the ramps, they are a convenience, but I'd rather have less traffic. I live on Huntingdon and see plenty of cars speeding through during the day and especially at night. We have a lot of families with kids and elderly in the neighborhood who walk on the streets, not to mention pets. So I support closing of the ramps. I can always use Western Boulevard intersection for commuting.	1	See responses to Melbourne Rd Common Comments #1 and #5.
707	Melbourne	Alternatives	Bicycles/ pedestrians	Delete Melbourne ramps	PLEASE REPLACE IN PLACE. As a 20+ year resident living just off Kaplan road, I use this bridge every day. I understand how much time and the disruption to the neighborhood will take place during construction, but this is the best alternative for the neighborhood. Also, as a Biking enthusiast, I ride my bike over this bridge several times a week. We DO NOT NEED A BIKE LANE! I have never had a close call on this bridge. No additional space is needed for bikes! Also, removing the access ramps onto #1 N would help; this would keep through traffic from cutting through the neighborhood at speeds much higher than the limits.	0	See responses to Melbourne Rd Common Comments #1, #4, and #5.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
708	Melbourne	Alternatives	Bicycles/ pedestrians		<p>A few years ago the Cardinal Hills neighborhood in the vicinity of the Melbourne Road interchange and elsewhere was designated as a Special Overlay District. The regulation added certain zoning restrictions in order to maintain the existing character of an older, valued Raleigh neighborhood, something that is becoming more and more endangered in the fast growing Raleigh area. The area, including Melbourne Road is blessed with many 50-year-old homes on beautiful well-established lot with large front lawns and massive trees.</p> <p>It would seem only logical that the DOT should heed the desires of the Raleigh City Council and all the neighbors that supported the overlay. That would mean permanently affecting Melbourne Road as little as possible.</p> <p>Given that the beltline has to be widened and the Melbourne Road Bridge has to be replaced, there is only one right option for the bridge " BUILD IT IN PLACE. Why spend extra money and condemn more homes just to prevent the temporary inconvenience of a small detour for a few months? The ugly scars of realignment and demolished homes would last for years.</p> <p>Further more, why is it even necessary to incur the costs of additional sidewalks and bike lanes? The one slightly used existing sidewalk seems ample. This isn't downtown Raleigh. And who needs a small stretch bike path? The speed limit is only 25 MPH and I rarely see a bike on Melbourne Road anyway.</p> <p>Save yourself some money and do what's right, Build the bridge right where it is now, where it has worked well for over 50 years. And drop the new sidewalk and bike path.</p>	3	See responses to Melbourne Rd Common Comments #4 and #5. Currently there are sidewalks on both sides of the existing Melbourne Rd bridge.
710	Melbourne	Alternatives	Design		<p>I think Alternative A is the best because it has less long-term effect on nearby residents. However, I see no reason to prevent people from accessing Deboy St. from the exit to Melbourne from US64 south. I support eliminating the access to Deboy from Melbourne which has to cross the exit lane and provides an opportunity to get on US64 in the wrong direction.</p>	0	Comment acknowledged.
711	Melbourne	Alternatives			<p>In place would be better between the two.</p>	0	Comment acknowledged.
712	Melbourne	Alternatives	Design	Noise	<p>I prefer alternate A because the alignment has a longer tangent section across the bridge and better sight lines. I don't believe a light will be warranted at the top of the onramp to I-440. In general I feel that sound walls should be added due to how long this neighborhood has been established.</p>	3	Regarding noise, see response to Comment #685 under Topic1- Alternatives in this section. See response to Melbourne Rd Common Comment #3.
713	Melbourne	Alternatives			<p>Eating houses for roads is just the wrong direction. If replacing the bridge in place can be accomplished within the existing footprint, go to it.</p>	0	Comment acknowledged.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
714	Melbourne	Alternatives	Right of Way		Keep the bridge in place to save homes - the inconvenience to others in the neighborhood is immaterial compared to losing your home.	0	Comment acknowledged.
717	Melbourne	Alternatives	Bicycles/ pedestrians		Would like all bridges replaced in the same place because it seems like less disruption long term to people who live there. The area around Melbourne and Powell Dr needs a lot more sidewalks with Deboy being shut down	0	Sidewalks are included along Melbourne Rd as part of the project.
718	Melbourne	Alternatives	Noise		More homes are lost moving the bridge to the north. Also I would want the a sound barrier in place, I live several streets over and can currently hear the noise I can only imagine how that will increase with more lanes.	0	Regarding noise, see response to Comment #685 under Topic1- Alternatives in this section.
720	Melbourne	Alternatives			I prefer replacement of the bridge to the north so it is not shut down.	0	Comment acknowledged.
722	Melbourne	Alternatives			I prefer Alternative B so the bridge does not have to be shut down to access the neighborhood especially since 2 magnet schools bring in may commuters to the area. I do not like having to use the Western Blvd exit due to the amount of large traffic volume and the long wait at the stoplight at Western/Kent/Method.	0	Comment acknowledged.
723	Melbourne	Alternatives	Construction		Plan B. This is a very used bridge and having it closed for one year will negatively impact many commuters.	0	Comment acknowledged.
726	Melbourne	Alternatives			North Bridge is best option. Must close Deboy!	0	Comment acknowledged.
727	Melbourne	Alternatives			Replace in place should be less expensive.	0	Comment acknowledged.
2320	Melbourne	Alternatives	Design		Also to keep the ramps open make sure to comment at that same link. Do not assume that because we currently, and correctly, are retaining our ramps that a vocal minority cannot take them away from you. Every time this has come up the majority has wanted to keep these valuable assets to our community. Make sure that you do not let them get taken away now.	0	See response to Melbourne Rd Common Comment #1.
2321	Melbourne	Alternatives			Prefer A because it has an impact on fewer neighborhood homes and is cheaper.	0	Comment acknowledged.
654	Melbourne	Bicycles/ pedestrians			Bike lanes have been proven in many studies to make streets calmer. I'm not saying this to mean that I approve of the proposed project, just as an educational piece.	1	Comment acknowledged.



## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
657	Melbourne	Bicycles/ pedestrians	Traffic		Bicycle lane on Melbourne aren't necessary, we already have sidewalks, maybe the improvement to them should be discussed. No stop lights need, people need to be re-educated to actually STOP and follow traffic rules.	2	See responses to Melbourne Rd Common Comments #3 and #5.
669	Melbourne	Bicycles/ pedestrians	Eliminate Melbourne ramps		Agreed - bike lanes could help calm traffic and I am all for them on larger roads. But in this particular situation, if we close the ramps, traffic will remain calm, we won't need to widen Melbourne to handle the traffic, and 6 homes on this small street wouldn't need to be taken.	1	See responses to Melbourne Rd Common Comments #1, #4 and #5.
731	Melbourne	Bicycles/ pedestrians			Why are bike lanes being proposed on Melbourne? This is unnecessary on a small neighborhood road and makes already small lots even smaller. Widening the road to accommodate bike lanes turns a quiet street into a thoroughfare encouraging speeding, which then means the city spends even more money to add traffic calming measures. Leave the street like it is and save the money.	3	See response to Melbourne Rd Common Comment #5.
661	Melbourne	Community resources			NCDOT and Wake County really need to make sure they address schools with their detour plans. This could end up being a nightmare.	0	On page PC-2 of the EA, the NCDOT has a commitment that "During Construction, NCDOT will coordinate with the Wake County Public School System....regarding detour routes and associated route changes that may be necessary during construction."
556	Melbourne	Construction			Again, it would not be practical to close both the Melbourne Bridge and the Athens Drive Bridge at the same time.	0	The two bridges would not be closed at the same time during construction.
580	Melbourne	Construction	Noise		NCDOT needs to pay special attention to the timing of intersection closures (especially Melbourne and Western) to minimize and shorten traffic detours. Also, sound barriers will now be a must on both sides of the Melbourne interchange.	0	Construction along the project will be scheduled to minimize and shorten traffic detours. Regarding noise walls, see response to Comment #685 under Topic1-Alternatives in this section.
591	Melbourne	Construction			We survived the closure, we can survive the closure again. Preventing an additional 3 residential relocations is worth the temporary closure and inconvenience.	9	Comment acknowledged.
638	Melbourne	Construction			If you're going to close the Athens drive bridge and the Melbourne drive bridge, please don't close them at the same time. Getting to A.B. Combs from the north would be extremely difficult .	0	The bridges for Athens Dr and Melbourne Rd will not be closed at the same time during construction. Also, the EA includes a commitment on page PC-2 that "During construction, NCDOT will coordinate with the Wake County Public School System.... regarding detour routes and associated route changes that may be necessary during construction."
699	Melbourne	Construction			This seldom used bridge can be out of service for several months and affect very few.	0	Comment acknowledged.
715	Melbourne	Construction			a detour during construction would be preferred over relocating families	0	Comment acknowledged.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
719	Melbourne	Construction			I travel over that bridge daily, to get to work, to church and doing errands. It cuts the neighborhood in two to have it closed for a long period of time.	1	Comment acknowledged.
724	Melbourne	Construction			Minimizing disruptions of being able to access I-440 during construction would be a big benefit for many neighborhood residents who commute to RTP in the morning and back in the evening.	0	Comment acknowledged.
725	Melbourne	Construction			I hate for the homes to be impacted, but I can't imagine the bridge being closed for so long and cutting the neighborhood in two. Combs is a magnet and hundreds of families and staff use that bridge to get to school/work. I use it daily to access Western Boulevard. The Aventura West neighborhood will be left as an island if you close this bridge and the Athens Bridge ; with the construction that will be going on at the Western Interchange, I imagine getting out of the neighborhood headed towards Cary will be a nightmare.	1	The bridges for Athens Dr and Melbourne Rd will not be closed at the same time during construction. Also, the EA includes a commitment on page PC-2 that "During construction, NCDOT will coordinate with the Wake County Public School System..... regarding detour routes and associated route changes that may be necessary during construction."

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
549	Melbourne	Cost/funding	Eliminate Melbourne ramps		<p>The plans for Melbourne Road are woefully flawed. Replacing the bridge with a wider bridge increases cost significantly, but there is no need for a wider bridge. There is also no need for traffic light at both ramps and at Kaplan Drive. There is never a wait of more than five or six seconds to enter or exit the ramps. There can be traffic backup at the corner with Kaplan, associated with the start and end times at Combs School. However, that is easily mitigated with a roundabout or a three-way stop.</p> <p>There seems to be no recognition that Melbourne Road is part of a residential neighborhood that has been built out for decades. It is highly unusual for an interstate to have an exit directly into a residential neighborhood. The NC DOT has said that its population models show a great increase in the number of people in the neighborhood by 2035. It cannot say where how that was modeled. The neighborhood is built out. Furthermore, the City of Raleigh Future Land Use Map (for planning through 2030) designates the entire area as Low Density Residential, corresponding roughly to the R -2, R -4, and R -6 zoning districts. Yet the planned widening of both Melbourne road (a mere two blocks long) and the bridge begs for medium to high-density residential and commercial use. This is not a standard highway exit, and it should not be treated as such. A two lane bridge and a couple of stop signs can save millions.</p> <p>The cost of keeping the exit open is the radical transformation of a large part of the neighborhood. I believe that when citizens were asked about their preference for keeping the exit, most if not all assumed a Melbourne Road and bridge like what currently exists. The cost to the neighborhood of keeping the exit open under the conditions recently presented since those surveys is not worth it.</p> <p>Along all segments of this project, there is a general dismissal of the fact that the goal here is to integrate a high-capacity roadway into an existing and long-established urban environment. The planning harkens back to the 1960's and 70's when it was considered good planning to drop superhighways into urban neighborhoods. Our highway planning has not evolved to defer to the 21st century realities of our cities.</p>	0	See responses to Melbourne Rd Common Comments #1, #3, and #4.
610	Melbourne	Cost/funding			<p>It is not an "outrageous expense" because it is already in place. It is a minimal cost to keep and a valuable resource that improves our community's value. Pineview is already getting a traffic calming project, which i voted for, which will help with those that live on this road with traffic. I walk on Pineview often and have never felt I was in a dangerous situation. I push my stroller there with no concerns for my or my child's safety. These ramps need to stay. This argument that no one else has it is not an argument to take it away it is an argument that supports keeping them because we are lucky enough to have something no one else has and our property values reflect that.</p>	1	Comment acknowledged.
680	Melbourne	Cost/funding			<p>\$10 million and 6 homes is too many! The public can be inconvenienced for 9 months.</p>	0	

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
546	Melbourne	Design	Noise	Air quality	<p>Melbourne ramp and Deboy access to Melbourne ramp are both convenient - I would like to keep both. Replace bridge in place is less disruptive and practical. Not sure bike lanes are needed. Stop sign adequate at Melbourne.</p> <p>I support continuous wall from Athens Drive to Western - 440 at 4 lanes is loud now. Map 3 of 8 (Athens Drive) shows there is no plan to even conduct a Noise Study in the area between Athens DR Bridge and Powell/Auckland - omitting consideration of Athens Drive's North side homes and Ravenwood homes. Remaining project maps show noise studies for the other homes that would be this close to the resulting wider, noisier highway.</p> <p>Hope DOT and City of Raleigh agree that the residents near this portion of the project also deserve reduction of the noise and the air pollutants emitted from cars, trucks and other vehicles that walls provide.</p>	2	<p>See responses to Melbourne Rd Common Comments #2, #3, and #5.</p> <p>A noise study was done for the entire corridor, as summarized in Section 3.5 of the EA, including the area between Athens Dr and Melbourne Rd. Noise walls are preliminarily recommended as feasible and reasonable in three of the four quadrants of the Melbourne Rd interchange. The quadrant with the on-ramp to eastbound I-440 does not have a noise wall recommended because these residences (except for one) are not predicted to be impacted by year 2035 peak hour noise levels that equal or exceed 66 dBA Leq, the level at which noise abatement must be considered. The homes along Ravenwood Dr and those immediately behind them fronting Athens Dr were included in the noise models. Only the first two homes adjacent to I-440 were predicted to have noise levels that exceeded 66 dBA Leq. A noise wall was modeled for this area and found to be not reasonable because it exceeded the maximum allowable square footage of noise wall per benefited receptor based on criteria stipulated by NCDOT policy.</p>
550	Melbourne	Design			The Melbourne exit does not meet current federal regulation, as it is within a mile of the Western Blvd. exit. Nevertheless, it is proposed to be rebuilt. The excuse that something doesn't meet current regulation is used selectively, when it suits the road planners.	0	In both directions of I-440, there will be an auxiliary lane between Western Blvd and Melbourne Rd to provide sufficient weaving area for vehicles entering and exiting I-440 between these interchanges. The added through lane in each direction also will help create gaps in traffic for vehicles to be able to merge onto I-440. This is an improvement over the existing conditions and meets NCDOT design standards.
558	Melbourne	Design	Eliminate Melbourne ramps		Neither, get rid of the on and off-ramp please!	3	See response to Melbourne Rd Common Comment #1.
559	Melbourne	Design	Eliminate Melbourne ramps		These residents can easily take the Western Boulevard exit and make it home in the same amount of time. I doubt closing the on and off-ramp would be that much of an issue here.	2	See response to Melbourne Rd Common Comment #1.
560	Melbourne	Design			Keep the ramps! The quiet neighborhood streets will become much more busy with having to use them as a cut through from Western Blvd. I don't see a need for bike lanes anywhere in Raleigh. All the money spent on these lanes for a very tiny % of the population that actually uses them. Even around the campus you see very few bikes. Please make a long designated right turn lane at Kaplan and Melbourne.	5	Comment acknowledged. See response to Melbourne Rd Common Comment #5 regarding bicycle lanes.
563	Melbourne	Design	Eliminate Melbourne ramps		See above for explanation as to why Deboy and Melbourne must be disconnected per highway bldg code. However, *if* the ramps were to close, there would be no reason to disconnect Melbourne and Deboy. Yet another reason to allow a vote on whether to close the ramps.	0	See responses to Melbourne Rd Common Comments #1 and #2.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
565	Melbourne	Design	Eliminate Melbourne ramps	Keep Deboy St connection	Leave Deboy open and close the ramps. You can't use Melbourne ramps going or coming from the south anyways!	4	See responses to Melbourne Rd Common Comments #1 and #2.
568	Melbourne	Design	Eliminate Melbourne ramps		Hope the DOT design team / engineers can start using a common sense approach to this segment of the project... the convenience factor of some should never be considered over the impact/disruption of many families lives. Build the new bridge in place and no additional right of way is needed. Go one more step toward proper design and remove the Melbourne access ramps to eliminate the need for traffic lights and traffic calming measures throughout the immediate area. The cost savings to the DOT and city of Raleigh alone should warrant this option ( and yes, the cost savings are always significant and important when you are talking about tax payers dollars).	5	See responses to Melbourne Rd Common Comments #1, #3, and #4. Less right of way would be needed with the Replace Bridge in Place Alternative.
573	Melbourne	Design	Eliminate Melbourne ramps		If the ramps stay open, federal regulation dictates that DeBoy must be closed (quote from a DOT rep at the Aug 8 public meeting). The only way DeBoy stays connected to Melbourne is if the ramps are closed - so you must comment that you want the ramps closed. According to two DOT reps I talked with, closing the ramps is still a possibility if there is enough public support!	0	See responses to Melbourne Rd Common Comments #1 and #2.
574	Melbourne	Design	Keep Deboy St connection	Bicycles/ pedestrians	<p>Why is Deboy being turned into a dead end? No problem currently seems to exist and the "solution" would likely increase traffic on Huntingdon Drive -- currently a quiet residential street with on-street parking. It would be difficult to navigate city buses on this street and just cause a future headache.</p> <p>Where are the bike lanes on Melbourne leading to? If they will just end abruptly into the flow of traffic, please remove them from the plan and reduce the space that will be required for the proposed right of way.</p>	5	See responses to Melbourne Rd Common Comments #2 and #5.
575	Melbourne	Design	Keep Deboy St connection		Close Deboy. Traffic flow is more important than the convenience of a few people.	0	See response to Melbourne Rd Common Comment #2.
576	Melbourne	Design	Keep Deboy St connection	Delete Melbourne ramps	Close the off ramp but do NOT dead end Deboy. I live on Huntingdon right off of Deboy and see how many vehicles access the ramp from Deboy to go across the bridge hit the on ramp of the beltline or to get on Kaplan. Huntingdon is also very narrow and ends across from the basketball court at Powell Drive Park where many teenagers park their cars. It would be more fiscally sound to simply close the ramp, not have to build a dead end on Deboy, and not have to make future changes to Huntingdon at a higher future cost.	1	See responses to Melbourne Rd Common Comments #1 and #2.
577	Melbourne	Design	Keep Deboy St connection		You are going to have to provide a thorough traffic analysis for what reason(s) DOT has to close the intersection of Deboy and Melbourne. I do not currently see or anticipate any increase in congestion with having this intersection remain open after widening.	6	See response to Melbourne Rd Common Comment #2.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
579	Melbourne	Design			I agree that stoplights at the on/off ramps are not needed. Stop sign works just fine onto Melbourne.	15	See response to Melbourne Rd Common Comment #3.
582	Melbourne	Design			the Melbourne rd bridge over 440 needs to be retained (as currently planned) along with the entry/exit ramps on the US 1 north side. exit ramps on the south side would be a great improvement to the bridge.	0	Comment acknowledged.
583	Melbourne	Design			stoplights are not needed at this time. alt A will disrupt fewer families (permanently) but will cause problems with drivers having to travel thru the int of kent rd and western blvd (bottle neck at the light will be terrible) to access 440.	1	See response to Melbourne Rd Common Comment #3.
584	Melbourne	Design			Better alternative than having homes removed. Do NOT widen Melbourne Rd., not needed for small residential street.	2	See response to Melbourne Rd Common Comment #4.
585	Melbourne	Design	Bicycles/ pedestrians		Do NOT widen Melbourne rd; it's a small residential street that does not need bike lanes, nor changes to existing sidewalks.	0	See responses to Melbourne Rd Common Comments #4 and #5.
586	Melbourne	Design	Eliminate Melbourne ramps	Safety	The half-interchange at Melbourne Road does not meet current federal safety standards. NCDOT has indicated that the accident rate on the I-440 at this stretch is already three (3) times greater than average. The distance between the Melbourne Road ramps and the Western Blvd ramps is inadequate to be safely navigated by traffic. The "Code of Ethics" for Professional Engineers stipulates in Section 1 that "Engineers, in the fulfillment of their professional duties, shall hold paramount the safety, health and welfare of the public." Why is NCDOT not communicating this Melbourne Road safety issue to the public? Furthermore, Melbourne Road is the only street in an established neighborhood in all of Raleigh which receives high speed I-440 traffic at the exit ramp. This is unreasonable and unsafe. NCDOT should educate the public about the present and future safety issues of the half-interchange at Melbourne Road. Please keep the bridge but eliminate the half-interchange at Melbourne Road. By analogy, if a medication were found to be unsafe, we would not expect our government to endorse its continued usage by citizens.	8	See response to Melbourne Rd Common Comment #1 regarding the ramps. In both directions of I-440, there will be an auxiliary lane between Western Blvd and Melbourne Rd to provide sufficient weaving area for vehicles entering and exiting I-440 between these interchanges. The added through lane in each direction also will help create gaps in traffic for vehicles to be able to merge onto I-440. This is an improvement over the existing conditions and meets NCDOT design standards. Regarding vehicle speeds, vehicles entering the neighborhood from I-440 must stop at the stop sign at the the intersection of the off-ramp and Melbourne Rd, then turn left or right to travel down Melbourne Rd, which will reduce the speeds of vehicles entering Melbourne Rd from the off ramp.
592	Melbourne	Design			I am not sure our neighborhood needs the lights at the on/off ramps. There is so little room between bridge and Kaplan, wouldn't a light back up traffic into Kaplan? Currently during rush hour I do not find it difficult to access the highway or Melbourne. Please provide us with a sidewalk so that we can safely traverse the bridge. Why is Deboy to be closed? Are there accident data for that intersection, or is this a federal road guideline for an off-ramp? Closing it off seriously impacts a whole neighborhood, for a problem that doesn't currently seem to exist. Please provide data to justify. And is that closure why Melbourne is so impacted for a dozen households with widening?	6	See responses to Melbourne Rd Common Comments #2, #3, and #4.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
594	Melbourne	Design			<p>Why not change the bridge from connecting Kaplan to Melbourn to a bridge that connects Kaplan to Deboy St?</p> <p>Then couldn't Melbourne be connected to the Deboy/Kaplan bridge in the existing offramp corridor?</p> <p>This also seems like it would make it possible to bring the on ramp to 440 closer to the highway, impacting fewer homes on the Kaplan side. This plan would cost more but have an overall lesser impact on everyone in the neighborhoods on both sides.</p>	0	Realigning the bridge to connect Kaplan Dr and Deboy St likely would have similar residential impacts.
599	Melbourne	Design	Eliminate Melbourne ramps		I agree, I use the on and off-ramps every day, often multiple times a day. But I would prefer to see the ramps closed altogether. The benefits of closing the ramps far outweigh keeping them open.	2	See response to Melbourne Rd Common Comment #1.
602	Melbourne	Design	Traffic		I completely disagree. These ramps are vital and need to remain. All "high density" development is on the major roads around the community, such as Gorman, Avent Ferry, Western, etc. and not in the neighborhood. Those interchanges are also being improved and that is where that traffic will go. Giving up our ramps will increase commute time and travel time to all destinations north and getting home every day. Taking them away would force traffic in our neighborhood to have to clog our streets longer as they will no longer have an easy "out". Plus those routes out are already slow and overloaded, such as Kent road to the Western exit which will be the only alternative to go in that direction. Any talk of removing these ramps is very short sighted and will be a major regret should it actually happen. Thankfully all indications are that it will not.	1	See response to Melbourne Rd Common Comment #1.
608	Melbourne	Design	Alternatives		<p>I have lived here for over five years and never seen an 18-wheeler in our neighborhood. I find this claim suspect as I have never seen it and there is absolutely no where a tractor trailer would go that would not be reached faster by staying on 440 or getting off 440 earlier. The supposed "Kaplan Highway" as you call it would only get worse when neighborhood drivers are forced to stay on Kaplan even longer if we lose our great exit ramps.</p> <p>From experience it is not a minimal time loss to use Jones Franklin or Western for 440 access. Both are already heavily traveled and closing our valuable ramps would only increase that load and an already unacceptably long commuting time frame even with the ramps open. This is a statement made by someone who would not daily have to deal with this issue. The removal of these ramps would have no effect on 440 traffic just as the expansion of 440 will have no effect on increasing their use. Can you justify this assertion? The ramps are a huge asset and need to remain in place.</p>	1	Comment acknowledged.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
618	Melbourne	Design	Community resources		As a resident in the community i completely disagree with the statement it will only adversely affect those living outside our neighborhood. It will greatly inconvenience me and be a huge hit to our community by losing a valuable and unique asset. Using the Western interchange is already inconvenient because of the traffic currently there and would only get worse when our residents are forced onto the same small road that already backs up daily. It is rare to go to Western and not wait at least two cycles to get through without the added burden of adding people that removing our ramps would force there.	0	Comment acknowledged.
620	Melbourne	Design			Agree, thank you. Keep the ramps!	1	Comment acknowledged.
634	Melbourne	Design	Bicycles/ pedestrians		I prefer replacing the bridge to the north. The bridge closure would be a major inconvenience to me. I cross that bridge on foot and in car multiple times daily to get to work and get my child to school, as well as other things. Even if you could somehow leave open just a pedestrian bridge while the vehicle bridge is closed, that would mitigate the impact somewhat for me. Currently we walk to school from the neighborhood east of 440 to get to Combs. That will be impossible with the replace bridge in place option.	2	Access across I-440 at Melbourne Rd for pedestrians and bicyclists during construction will be addressed during final design and finalized during the construction phase by the design-build team. A temporary bus service across I-440 during bridge closure could be one potential solution. The costs of a temporary bus service would be less than the cost difference between the Replace Bridge in Place and Replace Bridge to North Alternatives (approximately \$1.1 million).
636	Melbourne	Design			Also, I think the stoplights are not needed at the Melbourne on/off ramps (that is never congested), but rather at the Melbourne/Kaplan intersection (often congested).	13	See response to Melbourne Rd Common Comment #3.
639	Melbourne	Design	Eliminate Melbourne ramps		<p>I would prefer to have the exit ramp closed altogether. This is the only ramp that falls right into a completely residential area. We could all easily use the new and improved western blvd. Interchange.</p> <p>If this is not possible, please replace in existing place. Alternative A. This will save more homes. I have been in this neighborhood for 29 years and hate to see pavement take over homes.</p> <p>Also, Melbourne rd does NOT need to be widened and bike lanes are NOT necessary. Please save our real estate! And please do not tear up an existing side walk for another one.</p>	8	See responses to Melbourne Rd Common Comments #1, #4, and #5.
645	Melbourne	Design	Keep Deboy St connection		no stop lights needed. deboy st doesn't need to be closed. however, i am tired of about getting hit by drivers entering/leaving deboy. just better signage and things are needed because i think people don't understand the intersection as it is right now.	0	See responses to Melbourne Rd Common Comments #2 and #3.



## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
649	Melbourne	Design	Eliminate Melbourne ramps		I live very close to this interchange. I would like for the powers that be to consider removing the ramps. It would only adversely affect people living outside this neighborhood, who should be using Western Blvd interchange anyway. It would save at least 1 house, not require widening of Melbourne road with bicycle lanes and additional sidewalks, end non-local traffic going through this residential neighborhood, and eliminate the need for traffic lights. Please consider this and have a legitimate vote on this issue. It is not wise to make a decision based only on comments from a public meeting over 2 years ago.	3	See responses to Melbourne Rd Common Comments #1, #3, #4, and #5.
652	Melbourne	Design			Deboy used to be a 'quiet residential street' until people started using it for 440 access. I wish they would just close off this neighborhood altogether.	3	See responses to Melbourne Rd Common Comments #1 and #2.
653	Melbourne	Design	Keep Deboy St connection		Closing the access of DeBoy Street to the interchange at the bridge severely limits the access from one side of the beltline to another. Convenience to access from the DeBoy side to the Kaplan side is ESSENTIAL for travel to other areas of the city and to access the parks on both sides of the highway. In addition, a lot of elderly residents on the DeBoy side go to church at Western Boulevard Presbyterian. I have a relative off Avent Ferry whose home I access from DeBoy across the Melbourne bridge. This would impact the amount of time that it takes me to get to his home in the event of an emergency. This comprises the integrity of the neighborhoods on both sides of the bridge!!! NO, NO, NO!!!!	4	See response to Melbourne Rd Common Comment #2. Access will still be available from Deboy St to Melbourne Rd via Huntingdon Dr or Driftwood Dr to Powell Rd, then Melbourne Rd. The new route is less than one-half mile longer than using the Deboy St connection at the off-ramp.
655	Melbourne	Design	Eliminate Melbourne ramps		I'd totally close this exit. This is the only 440 exit that connects to a small neighborhood street. Pineview is already looking at speed bumps to slow down the people who use it for a thoroughfare to Avent Ferry Rd. and Lake Dam Rd. Close the ramps and forget the Pineview speed bumps. Save major money and maintenance at the same time while encouraging drivers to not cut through neighborhoods and use larger streets like Athens Drive and Western Blvd. No delays, no relocations, neighborhoods preserved.	0	Comment acknowledged.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
665	Melbourne	Design	Eliminate Melbourne ramps		<p>I asked about this at the meeting Tuesday and was told Deboy cannot connect into the Melbourne exit ramp because it does not meet current federal regulation. And federal funds cannot be used on any project that does not meet the current code.</p> <p>I agree with you that traffic will increase on Huntingdon as well as Melbourne as people maneuver through our small streets to access the ramp. (I can't speak to the bus situation because who knows how the route will get changed.) But the reality is that the only way to keep traffic from cutting through on these two small streets is to remove the ramps. Then cars will naturally flow out on the medium size streets of Deboy, Powell and Kaplan to Western, Gorman &amp; Jones Franklin entrances. In addition, if the ramps are removed, it removes the need to widen Melbourne (which is already proposed) and potentially widening Huntingdon as you suggested could happen. I, along with many of my neighbors, agree removing the ramps is the better option and hope our Huntingdon neighbors see that the benefits outweigh the inconvenience of going a few extra minutes to the other entrances.</p>	2	See responses to Melbourne Rd Common Comments #1, #2, and #4.
666	Melbourne	Design	Eliminate Melbourne ramps		<p>See comments above about that intersection not meeting current federal code (which now says a road cannot intersect a ramp in the middle). Sadly if the ramps stay, Deboy is definitely getting closed off, per the DOT rep I spoke with. We still have the opportunity to get the ramps removed if enough people send in feedback supporting the closure, which would solve a lot of traffic issues. I was told by another DOT rep that the two options presented here are not set in stone - changes can definitely be made if there is enough support.</p>	1	See responses to Melbourne Rd Common Comments #1 and #2.
672	Melbourne	Design	Eliminate Melbourne ramps		<p>Please reconsider closing the ramps - this will have the natural effect of calming traffic throughout the neighborhood and would eliminate the need for additional traffic-calming measures on Melbourne, Pineview and other cut-through streets. This would also eliminate the need to widen Melbourne and close off DeBoy. Our small neighborhood streets need to remain neighborhood streets. I recognize the inconvenience as a I use the ramps daily - but the inconvenience for a few is minor compared to the effect of turning the neighborhood into even more of a thoroughfare than it already is and compared to the cost associated with a wider bridge, widening Melbourne Rd, buying parts of lots, buying and taking down homes and adding bike lanes to a road that is less than 3/4 of a mile long.</p>	6	See responses to Melbourne Rd Common Comments #1 and #2.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
676	Melbourne	Design	Eliminate Melbourne ramps		No, There is no cure-all. But the closure of the interchange is going to eliminate more problems than it creates. Such as removing the hazardous cross-merging issue of cars entering I440 at Western and others using the same short ramp to exit onto Melbourne (and vice-versa going north). And it would remove the need to widen the bridge to include a third turn lane and eventually add traffic lights to a neighborhood road. All this does is draw more cut-through traffic from areas outside the neighborhood. So while it's not perfect, the DOT needs to present the whole story to the greater neighborhood about how there can be increasing traffic counts in their study in an established neighborhood whose populations can't grow by much. Increased traffic has to be coming from new development cutting through our small streets to this interchange. This increased traffic needs to use the larger interchanges built to handle the extra volume.	1	See responses to Melbourne Rd Common Comments #1, #3, and #4. The project itself will not draw additional traffic to the Melbourne Rd interchange. There is little difference between the future traffic forecasts along Melbourne Rd with or without the project. Traffic volumes are forecasted to increase between now and 2035-2040 along Melbourne Rd, as they do along all roads in the project area. This is likely due to overall increasing density of development within the City.
677	Melbourne	Design	Keep Deboy St connection		I was born and raised in cities having 5-7 million population, and know what traffic congestion is. Raleigh does not even have 15% of the traffic problem in comparison, and I like the quiet way it is now, especially where I live on Melbourne the last 10 years. Replace that bridge which is too old, and leave everything as is. Do not close Deboy St. ramp, and do not cut up the residents nice green yard to widen the road, and oh yes there is no need to install red light. I40 exits at Melbourne Rd. a total residential area, not like Wade Ave and Western Blvd., or Crabtree or Crossroad which are all commercial areas. What's the purpose to widen the road and install red light only to attract undesirable characters to explore the area, ended by police cars chasing criminals thru the neighborhood.	0	See responses to Melbourne Rd Common Comments #2, #3, and #4.
678	Melbourne	Design	Eliminate Melbourne ramps		The exits from this bridge should be closed. With the more effective and efficient exits in either side, this exit will become unnecessary. Closing the exits is cost efficient and causes less disruption to surrounding homes.	1	See response to Melbourne Rd Common Comment #1.
716	Melbourne	Design	Keep Deboy St connection		Again, the least disruptive, the better. Please do not add lights at the exit - keep the exit in place, use stop signs, do not dead end Deboy Street, as it will cause major issues with safety and congestion on the only other streets where folks can cut through - this will greatly impact the neighborhood for residents, place kids in harm's way where there are no sidewalks and undoubtedly will be speeders trying to find a short cut once Deboy is no longer available	0	See responses to Melbourne Rd Common Comments #2 and #3.
721	Melbourne	Design	Construction		I use Melbourne access both directions frequently. The crane incident disrupted use for a month, and was inconvenience. I do not want to give up this access unless Athens Drive would allow longer access North. Would like to have access from Cary--that would be quite an improvement.	0	Comment acknowledged. Adding a new on-ramp to westbound I-440 and a new off-ramp from eastbound I-440 are not proposed due to substantial impacts to the surrounding neighborhood and Kaplan Park.
730	Melbourne	Design	Eliminate Melbourne ramps	Bicycles/ pedestrians	I do not want the ramps at Melbourne kept open they should be closed. I also see no need for a Bike lane on Melbourne road that just ends at the bridge. Lets keep the same bridge and leave Melbourne road alone so people can keep their house. We do need walls for the noise.	3	See responses to Melbourne Rd Common Comments #1 and #5.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2212	Melbourne	Design	Eliminate Melbourne ramps		Looks as though most of the problems for this interchange have been resolved except you still incorporated a cross merging traffic pattern with all access to 440 westbound from Western Blvd and the Melbourne Rd off ramp... simple fix would be to eliminate the Melbourne ramp.	1	See response to Melbourne Rd Common Comment #1.
2319	Melbourne	Design			We need the exits.	1	The interchange ramps will be maintained with the project.
2545	Melbourne	Design	Eliminate Melbourne ramps		This plan doesn't change the problem of the same ramp being used to get on at Western (headed towards Cary) and getting off at Melbourne. It just makes it one long ramp. Still an issue because people are cutting in front of each other to either get on or off the highway. I like the idea of taking out the Melbourne ramp. That is monumentally safer.	0	See response to Melbourne Rd Common Comment #1. Also, see response to Comment #550 under Topic1-Design in this section.
547	Melbourne	Eliminate Melbourne ramps			What happened to the option of removing the ramps? That is a viable option. If those ramps are removed, it will lessen traffic in the entire neighborhood, on both sides of 440. When route 1 was a little highway, those ramps were fine, but with 6 lanes of traffic coming, the state's responsibility should be to protect the quality of life of the neighborhood. I don't care if everyone from one side whether or not they live in the neighborhood uses the bridge to get to the other side of the neighborhood and the local areas beyond, but our neighborhood should not be used as the route to and from the beltline, which amounts to regional travel. This question above does not give the option I am asking for so the answers to this question should not be used as rationale for why one of its two options is better.	4	See response to Melbourne Rd Common Comment #1.
589	Melbourne	Eliminate Melbourne ramps			I disagree completely that the ramps/440 access ADD value to the neighborhood. They TAKE AWAY value every single day that they're open. I've lived here for 10 years and we plan to stay for 30 more if all goes as planned. It's as simple as this: a 6-lane beltline has no business directly connecting with a small midcentury neighborhood with many streets that even lack curbs and gutters.	5	See response to Melbourne Rd Common Comment #1.
640	Melbourne	Eliminate Melbourne ramps			Get rid of exit ramp	3	See response to Melbourne Rd Common Comment #1.
670	Melbourne	Eliminate Melbourne ramps	Keep Deboy St connection		Yes - close the ramp and keep DeBoy open!	4	See responses to Melbourne Rd Common Comments #1 and #2.
671	Melbourne	Eliminate Melbourne ramps	Keep Deboy St connection		Agreed - closing DeBoy will affect Huntingdon. Since DOT has to close it to meet current federal code, I'd rather see the ramps closed and DeBoy stay open. Which is still a possibility per a DOT rep at the meeting last Tuesday if enough people request it.	1	See responses to Melbourne Rd Common Comments #1 and #2.
2149	Melbourne	Eliminate Melbourne ramps	Noise		Prefer to remove the ramps and just leave the bridge in place; we need a noise protection wall, not the exit.	4	See response to Melbourne Rd Common Comment #1 and response to Comment #685 under Topic1-Alternatives in this section.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2197	Melbourne	Eliminate Melbourne ramps	Safety		I agree. So many folks who live in this beautiful mid-century neighborhood want the ramps closed! Once the highway is improved, speeds will increase from the current 55 to probably 60 if not 65 which means folks will be going 70+ and exiting directly into a neighborhood. I don't want my kids playing on a neighborhood street with people getting off the highway at such high speeds and then flying through the neighborhood to get to their apartment complex.	2	See response to Melbourne Rd Common Comment #1. There will be a stop sign at the end of the off ramp. Since vehicles must stop at the end of the ramp, they will not be entering onto Melbourne Rd at high speed.
642	Melbourne	Keep Deboy connection			no. I do not feel Deboy should be deadend	0	See response to Melbourne Rd Common Comment #2.
1878	Melbourne	Noise	Eliminate Melbourne ramps		MUST HAVE sound walls from Athens Drive to Western. Would also like to see ramp from 440 to Melbourne closed - dangerous intersection when turning onto Deboy with on-coming traffic exiting hwy. I've seen wrong-way drivers trying to get on at that intersection more than once as well. If it stays in place, a stop sign for vehicles exiting 440 would improve safety.	0	Regarding noise, see response to Comment #685 under Topic1- Alternatives in this section. Also, see response to Melbourne Rd Common Comment #1.
544	Melbourne	Other			no	0	Comment acknowledged.
548	Melbourne	Other			The print on the explanation for these alternatives is too small for reading online.	0	Links were provided in the on-line comment forum to be able to view larger maps.
553	Melbourne	Other			No.	0	Comment acknowledged.
557	Melbourne	Other			no comment	0	Comment acknowledged.
624	Melbourne	Other			Absolutely agree. Thanks for posting.	0	Comment acknowledged.
628	Melbourne	Other			Well thought out response and completely agree on all points.	0	Comment acknowledged.
2193	Melbourne	Other			it's ok.	0	Comment acknowledged.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
540	Melbourne	Public involvement	Eliminate Melbourne ramps		If you would like the exit ramps to be closed, please submit your comments here! <a href="https://apps.ncdot.gov/ContactUS/PostComment.aspx?Unit=i440">https://apps.ncdot.gov/ContactUS/PostComment.aspx?Unit=i440</a>  Since this is not currently an option we can vote on, you must send a message to the DOT.	0	Comment acknowledged.
541	Melbourne	Public involvement	Eliminate Melbourne ramps		Please submit your proposal here for consideration by the DOT: <a href="https://apps.ncdot.gov/ContactUS/PostComment.aspx?Unit=i440">https://apps.ncdot.gov/ContactUS/PostComment.aspx?Unit=i440</a>	0	Comment acknowledged.
542	Melbourne	Public involvement	Eliminate Melbourne ramps		Please submit your proposal here for consideration by the DOT: <a href="https://apps.ncdot.gov/ContactUS/PostComment.aspx?Unit=i440">https://apps.ncdot.gov/ContactUS/PostComment.aspx?Unit=i440</a>  Since it is not on the "voting" page already, this is the only way for them to consider the alternative option of removing the ramps. Let's make it happen!	0	See response to Melbourne Rd Common Comment #1.
543	Melbourne	Public involvement	Eliminate Melbourne ramps		Please submit your ideas/thoughts on removing the ramps here for consideration by the DOT: <a href="https://apps.ncdot.gov/ContactUS/PostComment.aspx?Unit=i440">https://apps.ncdot.gov/ContactUS/PostComment.aspx?Unit=i440</a>	1	Comment acknowledged.
562	Melbourne	Public involvement			Well said. There should be a vote on the ramp closure issue.	0	See response to Melbourne Rd Common Comment #1.
571	Melbourne	Public involvement	Traffic		A vote would be considerate but totally unnecessary... the NCDOT engineers and team should step up and make the right plan to begin with. The Melbourne Rd ramps will continue to cause the crisscrossing traffic patterns that the DOT claims to want to eliminate from this outdated stretch of 440. Stop leaving this hazard that will create daily traffic issues and stop dumping highway traffic directly to a neighborhood!	2	See response to Melbourne Rd Common Comment #1. Also, see response to Comment #550 under Topic1-Design in this section.
614	Melbourne	Public involvement			Thank you for the tip that they may change the plans. This has made me email again, after going to their meetings as well, to keep our ramps open.	1	The ramps will be included with the improvements at the Melbourne Rd interchange.
616	Melbourne	Public involvement	Alternatives		Both were real votes and in each case the more people involved the more people that voted to keep our ramps. They need to stay.	1	The ramps will be included with the improvements at the Melbourne Rd interchange.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
647	Melbourne	Public involvement	Design		I agree with the comment that at the very least, a vote should be held as to whether or not to remove the ramps. As closure of the ramps would likely save at least 1 house as well as prevent the installation of 2 traffic lights and unnecessary widening of Melbourne Rd, it should be put to a vote, not as mentioned earlier decided upon by some comments from a preliminary meeting 2+ years ago with only ~50 people in attendance. Let the decision be made democratically - with a VOTE. If the neighborhood truly wants to keep the ramps and thereby condemn a few houses, then so be it.	0	See response to Melbourne Rd Common Comment #1.
648	Melbourne	Public involvement			At the very least, there needs to be a democratic VOTE on this issue.	0	See response to Melbourne Rd Common Comment #1.
650	Melbourne	Public involvement	Eliminate Melbourne ramps		There needs to be a vote on whether to keep the ramps going to/from Melbourne rd. Many of the comments pertain to the disconnection of Deboy and Melbourne, as well as road widening for bike lanes/sidewalks which would be a non-issue if the ramps went away. More traffic from outside the neighborhood uses the ramps and they wouldn't be adversely affected if they had to use Western Blvd or Jones Franklin as an alternate. Plus, how many homes would be saved from not expanding the ramp on the East side of I-440 to keep a ramp? It makes sense to put it to a vote and let the residents decide which option they prefer, rather than rely on comments from a preliminary meeting over 2 years ago when not many people were informed of the options.	0	See response to Melbourne Rd Common Comment #1.
667	Melbourne	Public involvement	Eliminate Melbourne ramps		See comments above about the DeBoy-Melbourne ramp intersection not meeting current federal code, per the DOT. The only way to leave that open is to remove the ramp. So let's get our neighbors to vote to remove the ramps. It can still happen.	1	See responses to Melbourne Rd Common Comment #1 and #2.
668	Melbourne	Public involvement	Keep Deboy St connection		See comments above about the DeBoy-Melbourne intersection not meeting current federal code. Let's vote to close the ramp and keep DeBoy open.	3	See response to Melbourne Rd Common Comment #2.
674	Melbourne	Public involvement			Wasn't that 'vote' at a CAC meeting with about 50+ people in attendance? That few people can hardly speak for the greater neighborhood. This online forum is the first truly public vote where everyone has equal access that I'm aware of. (And that's assuming all our elderly neighbors have a computer. Which they don't.)	1	See response to Melbourne Rd Common Comment #1.
675	Melbourne	Public involvement	Eliminate Melbourne ramps		Let the neighborhood have a true vote on the ramps, like we are doing with the bridge placement! And disclose ALL of the effects of keeping or removing them. A 'vote' at an informal open-house in 2012 and 2014 was never advertised as a vote - it was promoted as a way to give public input. It is not right that the ramps are staying based on 62% of only 84 comments (2012 meeting) and a petition signed by only 129 people (in 2014) without all the facts being presented. (Stats taken from the USDOT Environmental Assessment publication posted on the I-440 website, pages 4-3 and 4-4). Please give residents more information and a real vote on this subject.	4	See response to Melbourne Rd Common Comment #1.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
633	Melbourne	Right of Way			This is a different situation than the Athens Dr. crossing because moving the bridge would mean condemning houses.	0	At Melbourne Rd, the preliminary design for the Replace Bridge in Place Alternative would require three residential relocations and the preliminary design for the Replace Bridge to North Alternative would require six residential relocations.
673	Melbourne	Right of Way			Agree with the comment that travel time will increase slightly - I also use the ramps regularly. But early discussions never noted that houses would be taken and that Melbourne and the bridge would be widened to include bike lanes on a small street. Talk about changing rules in the middle of the game - ask the people who will lose part of their lot or their whole house. Hardly comparable to a little inconvenience.	0	Pavement width for bicycle lanes across the bridge was included at the request of the City of Raleigh. Melbourne Rd is a signed bicycle route.
687	Melbourne	Right of Way	Eliminate Melbourne ramps		Is 3 minutes of convenience worth forcing at least one and maybe 3-4 residents out of their homes forever? (if the ramps were closed, Deboy/Melbourne can still be connected and no need for Melbourne widening). It's not that far to Western Blvd or Jones Franklin, and everyone accessing the other side of I-440 has to use these routes anyway.	0	See responses to Melbourne Rd Common Comments #1 and #4.
706	Melbourne	Right of Way			I have lived in this neighborhood since 1993. Forcing neighbors to relocate is too difficult with the lack of affordable housing in Raleigh.	5	NCDOT tries to minimize right of way impacts as much as possible. Measures to reduce the right of way needs and relocations caused by the project will continue to be investigated through final design. NCDOT will follow their established processes for acquiring property and assisting residents and businesses in relocation, as described on page 3-4 of the EA. NCDOT pays fair market value for all property purchased. In addition, for renters and homeowners who are relocated by the project, NCDOT offers several programs to minimize the inconvenience of relocation.
709	Melbourne	Right of Way			Fewer residential relocations are better, particularly when it's less expensive to displace fewer people. The inconvenience of the closure is worth it.	2	Comment acknowledged.
728	Melbourne	Right of Way	Alternatives	Design	Again, choose the option that takes less houses. Also - Melbourne doesn't need a traffic light and it doesn't need bike lanes. Minimize how much land you will disturb on people's yards up Melbourne. Also - we MUST have sound walls along this neighborhood especially along the lake, Auckland, Melbourne and toward Western. We already hear the beltline now - this is vital!!! Also...when building the new bridge fix the intersection of Kaplan and Melbourne. Currently it gets congested with AB Combs school traffic turning left onto Kaplan from Melbourne. Not wide enough for people wanting to turn right - they have to wait in long line of traffic behind left turning cars on school days.	5	Regarding traffic signals, see response to Melbourne Rd Common Comment #3. Regarding noise walls, see response to Comment #685 under Topic1-Alternatives in this section. Regarding widening, see response to Melbourne Rd Common Comment #4. Regarding bicycle lanes, see Melbourne Rd Common Comment #5.



## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
729	Melbourne	Right of Way	Design	Noise	I prefer keeping existing bridge to impact less properties. Also - we don't need the bike lane along Melbourne and that will impact more people doing that . Less impact of people's land and yards is best option . Also - sound walls are vital from Athens Drive to Western. We are so close to the highway already - please put up the walls in front of the lake too ! Those neighbors on Ravenwood already hear too much noise now.	5	See response to Melbourne Rd Common Comment #5 regarding bicycle lanes. Regarding noise, see response to Comment #546 under Topic1-Design in this section.
539	Melbourne	Traffic	Eliminate Melbourne ramps		Please eliminate the ramps altogether. There is too much thru-traffic in the neighborhood as it is, and it will only get worse with the proposed "improvements". There are children and animals who walk these neighborhood roads and we must keep them safe, as this is why we chose to live in this neighborhood. There are plenty of alternative routes for commuters to take.	2	See response to Melbourne Rd Common Comment #1.
551	Melbourne	Traffic			I have lived here for more than 25 years, and I have seen the occasional 18-wheeler exit the highway at Melbourne. More common is heavy trucks coming and going from the cement plant at Powell Drive and Beryl Rd.	0	Comment acknowledged.
552	Melbourne	Traffic	Bicycles/pedestrians		I have serious concerns about the closure of Deboy, which will surely push traffic onto two smaller residential streets (Huntingdon and Driftwood), one of which has no sidewalk and the other has a sidewalk for only part of its length. Will bicycles continue to be able to get through that point? Also: Please, no stoplights in this residential neighborhood.	0	See responses to Melbourne Rd Common Comments #2, #3, and #5.
561	Melbourne	Traffic	Eliminate Melbourne ramps	Public involvement	It's better to deal with a few minutes of extra commute than disrupt neighborhoods with increased traffic, crime, and trash. Not to mention at least 1 home would be saved if the ramps were simply closed off. Besides, the ramps are only convenient for access to/from I-440 in one direction - the other half of commuters simply go to Western Blvd or Jones Franklin. It's much better to close the ramps. At the very least, let the neighborhood vote on it.	2	See response to Melbourne Rd Common Comment #1.
566	Melbourne	Traffic	Keep Deboy St connection	Delete Melbourne ramps	I do not like the dead-ending of Deboy Street in both plans. As long as there's an access ramp onto Melbourne, it will shuttle more traffic into this residential area and negatively affect residents, especially along Powell Drive. I HOPE that whichever plan is chosen does not destroy the wooded beauty of this exit. All in all, I find this interchange currently to be the most lovely and pleasant of all. Better to remove the I-440 access ramps altogether and return the area to a park-like and walkable setting. This would reduce all the traffic in the entire area and maybe the bridge widening work could be completed more quickly without the ramp work. I could live with that. And Deboy would remain open, as it wouldn't intersect with a ramp.	2	See responses to Melbourne Rd Common Comments #1, #2, and #4.
567	Melbourne	Traffic	Eliminate Melbourne ramps		I agree a stop light at Melbourne and Kaplan would be useful given the current backups that occur during the morning and afternoon commute. However, if the ramps were closed, this wouldn't be an issue and the small neighborhood streets would be less congested and the City/DOT wouldn't be spending money on lights, traffic calming and widening/adding bike lanes where they aren't needed.	0	See responses to Melbourne Rd Common Comments #1, and #3.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
569	Melbourne	Traffic	Eliminate Melbourne ramps	Noise	While I personally use the Melbourne access ramps everyday, I could not agree more that they need to go! Eliminate the need to widen Melbourne Rd, eliminate the approx. 300 yards of bike lane on a road less than 1 mile in total length that will only encourage highway access cut through traffic to travel at increased speeds creating a much more dangerous situation as the road transitions back to the current width, eliminate the need for traffic calming in most of the neighborhood. Neighborhood streets do not need traffic signals and are not designed to handle traffic accessing a 6 lane highway. Replace the bridge in place and deal with far less inconvenience than those that would lose their homes. The overall cost savings should greatly assist in the cost of sound barrier walls on both sides of the highway.	7	See responses to Melbourne Rd Common Comments #1, #4, and #5. Melbourne Rd is not proposed to be widened with through lanes, and the speed limit will stay the same. Also, regarding noise, see response to Comments #685 under Topic1-Design in this section.
570	Melbourne	Traffic	Eliminate Melbourne ramps		When this section of the beltline was constructed around 1960, the Melbourne access ramps were a nice convenience to a single family home area with relatively low traffic volumes. Times have changed! The Melbourne ramps are now used by residents of high density housing developments along every corridor leaving this immediate area. As that development is basically guaranteed to continue, it will only increase the amount of traffic using the small neighborhood streets to access these ramps. We all know that cut through traffic will always create higher rates of speed, greater safety risks to pedestrians and unfortunately more crime & trash. The continual increase in traffic and what it brings will filter thru all of the neighborhood roads. With the Melbourne bridge in place, you can remove the existing ramps and this area will still have far more convenient access in and out of the neighborhood and to 440 than other similar neighborhoods around Raleigh (many of which have much higher property values). The improved traffic flow at Western Blvd and Jones Franklin will certainly assist to minimize any inconvenience. Times have changed and it is responsible planning to change the outdated Melbourne interchange at this perfect opportunity.	6	See response to Melbourne Rd Common Comment #1. Forecasted traffic volumes on Melbourne Rd west of I-440 are low; approximately 2,200-2,500 vehicles per day in 2035, with or without the proposed project.
572	Melbourne	Traffic			You are correct that the population of the neighborhood is not increasing ( at least not much) but unfortunately the traffic counts will continue to increase. If you look at the current DOT study traffic count ( 700 per day from the west and 3700 from the east) and consider the number of single family homes, the volume is already greater than the neighborhood would generate so a significant majority of ramp use is cut thru traffic. Now consider the DOT estimated increase of 2600 from the west and 7100 from the east... not hard to guess how all that cut thru traffic will negatively impact every street in the neighborhood. Traffic calming / speed humps on the main cut thru streets will only make this level of traffic filter along all the streets without humps as far as possible. close to 10,000 vehicles a day is bad news for all!!!	1	Forecasted traffic volumes on Melbourne Rd west of I-440 are low; approximately 2,200-2,500 vehicles per day in 2035, with or without the proposed project. To the east between the ramps and Kaplan Dr, forecasted traffic volumes are 6,800-7,300 vehicles per day. The project does not generate increased traffic volumes at the interchange. Traffic volumes are forecasted to be higher in the future on all roadways within the area's transportation network.
578	Melbourne	Traffic			the more you increase road capacity, the more you encourage people to drive, further increasing congestion. This is north carolina not texas. we should not sacrifice our livelihoods to cars.	0	Comment acknowledged.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
587	Melbourne	Traffic			I agree with the commenter below who brought up the fact that other neighborhood streets will see increased traffic with the closure of the ramps. For instance, those currently using swift will likely start using Merwin to cut through to Kaplan to Western. Closing the ramps is not a "cure all" for traffic as many are making it out to be.	1	Removing the interchange ramps would change traffic patterns in the area.
588	Melbourne	Traffic			The timesaving that the Melbourne Road exit provides commuters is not worth the extra traffic on residential streets not designed for heavy traffic, Swift and Pineview roads don't have continuous sidewalks and are used by school students walking and riding bikes. Commuters taking the shortcut frequently drive at speeds far exceeding the posted rates.	2	Comment acknowledged.
596	Melbourne	Traffic			I disagree because I live on Kaplan Drive and I think all the thru-traffic and speeders are negatively affecting my home value.	5	Comment acknowledged.
597	Melbourne	Traffic			I agree 100%! There are numerous on and off ramps that eliminating one would not affect folks by more than a few minutes. Direct access from a highway onto a residential street without a secondary road to handle this heavy traffic is bad design. This needs to be changed for the benefit of those that currently live in the neighborhood and have to deal with passerby speeding up and down our streets.	2	See response to Melbourne Rd Common Comment #1 .
601	Melbourne	Traffic			Agreed. The exit ramps need to stay. Luckily all feedback i have heard is that they will remain. This was a deciding factor in why I bought in this neighborhood.	2	The ramps will be included with the improvements at the Melbourne Rd interchange.
603	Melbourne	Traffic			I disagree, the ramps need to remain in place. There is no reason to believe that keeping these ramps will increase people cutting through our neighborhood, especially with the other interchanges being improved. Getting off on Melbourne serves absolutely no advantage to decreasing your travel time to any destination other than one in the neighborhood itself. It's a fallacy to think that because these exits remain traffic will increase when all exits around us will be improved and the belt line will be expanded allowing traffic to flow easier. The ramps need to stay.	1	The ramps will be included with the improvements at the Melbourne Rd interchange.
604	Melbourne	Traffic			Agreed, there is not enough traffic to need lights. I've lived in the neighborhood for over five years and can count on one hand the times I've had someone behind me when I was waiting to turn at the stop sign. And no, that will not change when we keep the ramps because there is no reason to expect more traffic using them when everything around us is improving access without coming through our neighborhood.	1	See response to Melbourne Rd Common Comment #3.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
605	Melbourne	Traffic			Just because it is the only ramp that falls into a residential area does not mean it needs to be closed. It is a distinct advantage to our neighborhood that we have such a unique and valuable asset. These ramps were a deciding factor in purchasing my home here and I know others who decided the same for the same reasons thus raising all of our property values. Getting onto the belt line via Western is a nightmare compared to the ease of our Melbourne exits. Kent road consistently backs up with just the existing traffic that uses it. This will drastically increase when everyone who could use our valuable exits are forced to go that was as well. Not to mention keeping them on our neighborhood roads even longer and increasing traffic on these roads. The exits need to stay. They are an asset to our community that as you point out others do not have which makes us very lucky.	1	The ramps will be included with the improvements at the Melbourne Rd interchange.
606	Melbourne	Traffic			Imagine how much that traffic will increase when everyone who uses these valuable and convenient exit ramps are now forced to use Kaplan to get to the nearest belt line access instead of being conveniently let out out of the neighborhood thorough our exits. Not too mention they'll probably be much more aggressive as they will remember how great our neighborhood used to be before we lost such a unique asset.	1	The ramps will be included with the improvements at the Melbourne Rd interchange.
607	Melbourne	Traffic			I completely disagree with your statement. They definitely add value as they were a major factor in my decision to purchase here. There is no reason to believe that any size road having these valuable exits is a bad thing. Actually the opposite, if there were people using the ramps to avoid the belt line because of traffic, which i do not believe, they will be even less inclined to do so now because with more lanes there is an easier flow of traffic. The ramps are used primarily by local neighborhood residents as there is absolutely no advantage to someone to use these ramps instead of the Western and Jones Franklin ramps which are also being improved.	1	The ramps will be included with the improvements at the Melbourne Rd interchange.
611	Melbourne	Traffic			Completely agree. This argument to remove the ramps is incredibly short sighted and will be a major loss to our community that everyone would quickly regret.	1	The ramps will be included with the improvements at the Melbourne Rd interchange.
612	Melbourne	Traffic	Design		You state that our "populations can't grow by much" which i completely agree with. Since we're not going to be adding more residents there is absolutely no basis for the assertion that more people will use the exits and increase our traffic. The Western exit will be improved allowing people to easily exit earlier. The road is being widened which will allow traffic to flow more easily. So why is there this magical belief that all of a sudden our traffic is going to explode if we keep our exits when every reason to possibly use them as a "cut through" is going away. There is no advantage hence the only people still using them our the neighborhood residents who benefit greatly from having such a great resource. The short ramps will be addressed by the widening and improvement of 440 itself as shown in the plans so this is a moot point as well. The ramps need to stay.	1	The ramps will be included with the improvements at the Melbourne Rd interchange.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
613	Melbourne	Traffic	Design		<p>This would increase traffic in our neighborhood as people are forced to stay in the neighborhood longer to reach the same destination they could have easily done with our exit ramps. Leaving the ramps is not turning the neighborhood into more of a "thoroughfare" as there is no reason to expect more traffic than there already is.</p> <p>There is this misconception that because there are going to be six lanes traffic will magically increase and all these people who currently aren't using our exits will suddenly want to because its now too convenient to travel on a wider 440 or use an improved Western exit. It's not going to happen. These exits are an asset that need to stay in place. Luckily the DOT sees this as both plans keep these in place.</p>	1	The ramps will be included with the improvements at the Melbourne Rd interchange.
619	Melbourne	Traffic			<p>People slow down on exit ramps, thats what they're for. People are not and will never enter our neighborhood at highway speeds. Also they will not be exiting into a neighborhood, they come to a full stop at Melbourne and then turn to head to their destination. A destination which by the way is in the neighborhood because they are residents. We don't have apartment complexes, we have houses.</p> <p>I take the Melbourne exits almost daily and I never have more than a car, rarely a third, behind me. There is not this massive traffic backlog pouring into our neighborhood that will somehow get worse all of a sudden because...wait for it...every exit around us became improved and more capable of handing traffic. Only residents will use our exits and we need to keep them.</p>	0	The ramps will be included with the improvements at the Melbourne Rd interchange.
621	Melbourne	Traffic			Yes, lights are not needed. There is not enough traffic on these ramps to warrant it. Just the few neighborhood residents trying to get home and taking advantage of our great ramps.	0	See response to Melbourne Rd Common Comment #3.
622	Melbourne	Traffic			There is no reason to believe it will get worse, not that i believe its bad now. People won't suddenly start taking an exit that has always been there just for the heck of it. If anything they'd be less likely to as they would take the improved Western or Jones Franklin exits that they will reach quicker because of the new lanes which will allow quicker travel on 440.	0	See response to Comment #572 under Topic1-Traffic in this section.
623	Melbourne	Traffic			<p>It is a myth i've seen over and over in these comments. People will not all of a sudden decide to take the Melbourne exits because more lanes are on 440. If they didn't before they won't now. It is far more likely if they were "cutting through" our neighborhood they will now take the improved Western and Jones Franklin exits which they will reach quicker because of the easier traffic flow with more lanes on 440. It is simple logic and every argument i've read simply does not hold up if people don't give into the scare tactics and knee jerk reaction of more traffic on a highway means more traffic for us.</p> <p>Our neighborhood is not growing, it is stable and what is here now is what will be here in the future. A great community of single family homes that has a unique and valuable asset in our exit ramps that provide great convenience to the neighborhood. People using the ramps are us, you and your neighbors, and it is only us that will pay the price for removing a great feature of our community.</p>	0	Comment acknowledged. The ramps will be included with the improvements at the Melbourne Rd interchange.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
625	Melbourne	Traffic			<p>Closing the ramps has no effect on people losing their homes. That is the placement of the bridge. The ramps are already there and in place, keeping them has no effect on that and is misleading to state otherwise. That is trying to use a scare tactic to try to basically trick people into saying to close the ramps when it is not the ramps that are the issue with losing homes.</p> <p>Saying it will add 3 minutes of inconvenience is completely inaccurate. With current traffic only it take several light cycles to get onto Western to get to 440. This would only increase by forcing all neighborhood traffic into using Kent to get to the same place our exits, which is why we bought our homes here, gives us immediately.</p> <p>You're right that you have to use these routes anyway to go the other way so you know that it is more than just adding 3 minutes and majorly inconvenient in comparison to using our exits.</p>	0	Comment acknowledged. The ramps will be included with the improvements at the Melbourne Rd interchange.
626	Melbourne	Traffic			They're not dumping highway traffic into the community. It's your neighbors coming home not random people deciding hey that looks fun, lets take that exit. People who weren't taking the exit before are not going to start because they're now on a wider road. It's not going to happen.	0	Comment acknowledged.
627	Melbourne	Traffic			Actually it causes more disruption to surrounding homes because everyone who used to be able to conveniently leave their neighborhood via the exit ramps are not forced to go through already clogged side roads to reach Western/Jones Franklin. Making the other exits more efficient only helps if you want to get to something on those exits. I want to get home and i don't live on Western, I live off the Melbourne exit.	0	Comment acknowledged. The ramps will be included with the improvements at the Melbourne Rd interchange.
629	Melbourne	Traffic			<p>Thats a lot of stats that really don't prove your argument as the first half of your first sentence is the most important. The population is not increasing (at least not by much). So it doesn't matter how many cars are there or how many will be there in the future. The same people using the ramp are the same people in the future because "the population of our neighborhood is not increasing (at least not much). The exits around us will improve so some of those people you say are using us for cut throughs will use those. New people will be here after they're in place and use those from the start.</p> <p>The area immediately around us is already maxed out so again these increase in traffic on the highway does not magically mean an increase in our traffic also. People not already using our exit are not going to start because all these "new" people have nowhere to go by cutting through our neighborhood.</p> <p>You do make a really strong argument for a noise barrier but not losing our ramps. Our ramps need to stay.</p>	0	Comment acknowledged. The ramps will be included with the improvements at the Melbourne Rd interchange.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
631	Melbourne	Traffic			This is a NIMBY view. Many people use that entrance to commute to work. Their travel time would be increased by removing the ramps. This issue was raised at an earlier stage of public comment, and those in favor of keeping the exit were about 2/3 of the total. If EVERYONE tried to keep traffic out of their neighborhoods, no one could get anywhere. Philosophers would say that this principle (NIMBY) is not universalizable. It cannot be applied in all situations. Anyone advocating it here is faced with the challenge of showing why their neighborhood is different. Some people, including me, bought a home here because of access to the Beltline. Even those who did not want access to the Beltline knew about the ramps when they bought their home. Changing that now would be like changing the rules in the middle of the game.	4	Comment acknowledged. The ramps will be included with the improvements at the Melbourne Rd interchange.
632	Melbourne	Traffic	Keep Deboy St connection		Though I am not personally impacted by this issue, I have a lot of sympathy for the folks on DeBoy and Huntingdon. They bought their houses expecting to access the Beltline directly, or not to have that much traffic driving past their homes. While the current arrangement is unusual, and while unusual traffic patterns in general raise the chance of accidents, in this case, the current exit is quite nicely laid out. I suspect that accidents at that intersection are pretty low. The change would impact certain individuals disproportionately to the benefit gained. It seems to me that it is worth asking for a design exception.	1	See response to Melbourne Rd Common Comment #2.
641	Melbourne	Traffic	Keep Deboy St connection		People already use Driftwood Dr. as a cut-through from Powell Dr. to Deboy St., If you close off the end of Deboy St., imagine how much more traffic that will cause to drive up and down Driftwood Dr and Huntingdon Dr. These used to be quiet, residential streets where little to no traffic hazards were. Now you've got drivers driving up and down these streets all hours of the days and nights. Unfortunately, alot of the drivers are exceeding the residential speed limits and endangering residents and persons walking. Are there any plans for some deterrents to be placed along Huntingdon Dr and Driftwood Dr to slow down these drivers? As far as the Melbourne Rd. Bridge, replace it in place. No need for bicycle lanes, no need for stoplights. Definitely no need for residents to lose part of the properties because of this project.	0	See responses to Melbourne Rd Common Comments #2, #3, and #5, regarding Deboy St, traffic signals, and bicycle lanes, respectively. Any traffic calming devices along Huntingdon Dr and Driftwood Dr would be separate projects that would be the responsibility of the City of Raleigh.
643	Melbourne	Traffic	Eliminate Melbourne ramps		Please close the ramp/exit at Melbourne Road for the following reasons: (1) this is the only ramp which puts high speed traffic directly into a very small residential community. Because of this entrance/exit, many motorists cut through the very narrow and curvy Pineview Drive which has no sidewalks and no curb. This creates a very DANGEROUS situation for pedestrians and cyclists. The motorists speeding to get to the exit/entrance are not residents of the neighborhood. As there is more and more development, the traffic increases with no protection for the residents of the neighborhood from those who treat our neighborhood as if it were a major boulevard, and (2) the Melbourne road ramp is not needed because there are ramps at Western Boulevard and Jones Franklin - this is an outrageous expense that should be eliminated.	7	See response to Melbourne Rd Common Comment #1.

## On-Line Forum Comments Melbourne Rd Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
651	Melbourne	Traffic			Closing of DeBoy will create traffic headaches on Huntingdon and also at the intersection of Kent and Western Blvd. which can be a nightmare already. Stoplights are not needed at this bridge.	0	See responses to Melbourne Rd Common Comments #2 and #3.
658	Melbourne	Traffic	Keep Deboy St connection		The access to Deboy from the off ramp MUST be maintained!!!! The other streets in Driftwood Estates cannot handle the amount of traffic that will snake through the neighborhood if Deboy closes! This much extra traffic will lead to more accidents. This is a huge risk to children and animals on these small, neighborhood streets. DeBoy is wide enough to handle the flow; I live on it so I should know.	0	See response to Melbourne Rd Common Comment #2.
659	Melbourne	Traffic			Please do not remove the ramps altogether as some are suggesting. I use them for my work commute, shopping, and other errands, and they add value to the neighborhoods. I don't think stoplights are necessary. I've never had more than two cars ahead of me at the stop signs during rush hour.	3	The ramps will be included with the improvements at the Melbourne Rd interchange. Regarding traffic signals, see response to Melbourne Rd Common Comment #3.
660	Melbourne	Traffic			The ramps at Melbourne Road add tremendous value to the neighborhood. If the ramps were removed it would negatively affect the appreciation of all of the surrounding properties. My family lives in the neighborhood at least partially due to the convenience offered by those ramps. It was a relief to see that there is not a proposal that includes removal of the ramps.	9	Comment acknowledged.
662	Melbourne	Traffic			I agree that stop lights aren't needed at Melbourne but if the ramps were gone I'd likely be driving through your neighborhood to get to/from work every day.	2	See response to Melbourne Rd Common Comment #3.
664	Melbourne	Traffic			I changed my mind - start with stop signs on Kaplan at Melbourne and see if it alleviates the congestion. I agree with an earlier comment that a light would cause a bottle-neck in the morning & afternoon. The rest of the day isn't an issue so don't bother with a light.	0	See response to Melbourne Rd Common Comment #3.
1909	Melbourne	Traffic			I often drive from my Melbourne Rd exit to the Six Forks Road exit. I will be moving relatively smoothly until the lanes open up and I am in intense traffic.	0	The proposed project is anticipated to improve traffic flow, make the roadway operate more efficiently, and enhance mobility along I-440.



## On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2074	Western Blvd	Alternatives			I don't think the Double Crossover is the most appropriate design for this retro-fit. There are existing constraints in this area and the Double Crossover is unfamiliar pattern to most people in NC, and Raleigh. It seems like it is being squeezed into an area where it barely fits, and I think there will be unforeseen problems with this application.	1	See response to Western Blvd Common Comment #1.
2075	Western Blvd / Melbourne Rd	Alternatives	Design		Clearly something needs done because that horrible merge to get on heading south towards Cary from west bound Western Blvd is a tragedy waiting to happen. But I'm not sure about this option. Would like the public to get a 2nd option because you know one is out there. Also - even though this presents a safer option than we presently have - it's still too close to the Melbourne exit. Yes, it would be an inconvenience for some, but I'd still like to see the ramps at Melbourne get closed. It's all of 2-3 miles to get to other on-ramps.	0	See responses to Western Blvd Common Comment #1 and Melbourne Rd Common Comment #1.
2087	Western Blvd	Alternatives			Way more complicated than necessary.	0	See response to Western Blvd Common Comment #1.
2136	Western Blvd	Alternatives			This has been a nightmare intersection for decades. Would like to see another option with even safer ramps.	1	See response to Western Blvd Common Comment #1.
2170	Western Blvd	Alternatives			The fly-over and left-side merge isn't really a problem, in and of itself. The left-side merge lane needs to be longer, probably *at least three times longer*. Both east bound and west bound I-440 traffic needs at least one additional lane through this area. The exit lanes -- from both I-440 east-bound and west-bound onto Western Blvd -- should carry across their respective bridges. The east-bound Western Blvd merge lane onto east-bound I-440 should be extended farther beyond the fly over to just before the west-bound Western Blvd onto east-bound I-440 merge lane. (Analogous to (in miniature) the exit-merge ramps from I-40 West at I-440 inbound: I-40 merge ramps/exit ramps 1-B/293A.)	0	See response to Western Blvd Common Comment #1.
2225	Western Blvd	Alternatives			I live less than half a mile from this project, and I am SO excited for this interchange upgrade.	0	Comment acknowledged.
2231	Western Blvd	Alternatives			This is fantastic. This is going to shrink my commute (Wake Forest to Melbourne Road exit) by like 40%. Good job! A+	0	Comment acknowledged.
2268	Western Blvd	Alternatives			Love it. Great innovative design.	0	Comment acknowledged.
2270	Western Blvd	Alternatives			While addressing the left merge on to I-440 is important, it is not at all clear that a double crossover is the most cost effective and least disruptive way to accomplish this. It would be very helpful to have an alternative with a normal traffic pattern for Western Blvd. to compare.	0	See responses to Western Blvd Common Comments #1 and #3.
2300	Western Blvd	Alternatives			Unlike the Hillsborough/Wade area, it appears NCDOT got this one right.	0	Comment acknowledged.
2318	Western Blvd	Alternatives			Option for more traditional intersection design? Less expensive??	0	See responses to Western Blvd Common Comments #1 and #3.
2335	Western Blvd	Alternatives			I appreciate the fact that the on and off ramps from 440 will be longer and less hazardous and disruptive than the existing ramps, but I think this design will be confusing to drivers. Also two additional stoplights will make driving Western more of a headache. Is there a better design?	1	See response to Western Blvd Common Comment #1.

## On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2344	Western Blvd	Alternatives			Not clear to me if there is any other viable alternative (I am aware that there may not be). I am familiar with these double crossover interchanges and they do work but become yet another stop-and-go interchange. What we have now at least allows for a free flow of traffic on/off the beltline. Is there not an alternative that does not add yet another stop-and-wait-for-the-light commute? I'm personally getting tired of stopping every 100 yards for the next stop light.	0	See response to Western Blvd Common Comment #1.
2364	Western Blvd	Alternatives	Bicycles/ pedestrians		I like the concept, but this is Western Boulevard which has a high number of bicyclists and pedestrians. This areas is where Cary and NCState and therefore downtown Raleigh connect, especially for bicyclists. It is also a conversion point for the Blue Ridge corridor (which I will not elaborate on). This is an opportunity to enable us folks that want to use our feet and legs to get between longer distances and serve lower income people in the area. So the glaring problem is that in isolation, sure the pedestrian solution in this and the video is great, but how am I supposed to get from one side of the road to the other outside the area of the drawing to get across the bridge? Are there large sidewalks and bike lines available outside the "designed area" here? Either you further isolate communities or people will get killed if that isn't addressed. I have been hit several times walking across intersections on Six Forks because drivers are not used to pedestrians. You have to take the larger system into account here.	3	See response to Western Blvd Common Comment #2. Pedestrians and bicyclists can cross Western Blvd on either side of the interchange at Blue Ridge Rd and Method Rd.
2461	Western Blvd	Alternatives			This seems to be good solution	0	Comment acknowledged.
2519	Western Blvd	Alternatives			I really like this upgrade and think it's greatly needed. It should also encourage more traffic on Western to compensate for less on Hillsborough.	0	Comment acknowledged.
2549	Western Blvd	Alternatives			This is a great improvement over the current situation. The exit from Western to southbound US 1 is a merge right situation which is extremely dangerous. Likewise the exit from US 1 to eastbound Western is a place where the exit is so tight that oncoming traffic has to stand on brakes to avoid hitting the exiting vehicles.	0	Comment acknowledged.
2550	Western Blvd	Alternatives			I don't know if there is an option with fewer negative impacts, but I'll be glad to see that loop off-ramp go away. I always stay in the left lane on I-440 traveling southbound, just to avoid vehicles slowing to exit to Western Blvd.	3	Comment acknowledged.
2556	Western Blvd	Alternatives			the adverse impacts clearly outweighs the benefits in the chart provided - as a resident in immediate vicinity of this area, I do not see how this will improve my life or others in our neighborhood -	0	NCDOT tries to minimize the impacts of transportation projects to the human and natural environments wherever feasible. In selecting an alternative to implement, as documented in the FONSI, NCDOT recognizes and tries to balance the needs of the many stakeholders along the corridor and the provision of transportation facilities that can adequately carry traffic volumes in a safe and efficient manner.

## On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2304	Western Blvd	Bicycle/ pedestrians	Planning		<p>I'm not going to comment on the merits of this particular project. It may very well solve some SHORT-TERM transportation issues.</p> <p>Rather I want to raise the question: Is this the best use of our resources?</p> <p>Not long ago, Blue Ridge Rd. Bike/Ped Improvements from Trinity Rd. to NCMA project did not get funding. A bike/pedestrian friendly project would have a much higher return on investment than the proposed Western Boulevard Diamond Interchange. For example, if there were more and better bike friendly roads, my husband and I could ride our bikes to work. Thus, leaving our cars at home and keeping them from contributing to traffic jams.</p> <p>The average American city builds the largest roads and parking lots it can possibly fund, maximizing the amount of available space for vehicles, in a noble attempt to reduce traffic and serve its citizens. But the result is that cities become nothing but wide, well-engineered, fast, deadly expanses of concrete. These are terrifying places for walkers and cyclists, which builds still more demand for more cars and more roads. It's a circular problem. I'm sure this double cross over diamond will again be too small in a few years if we keep encouraging driving over alternative transportation methods such as bicycles, walking, public transportation, etc.</p> <p>I would like to encourage the State and the City of Raleigh to look for and fund projects such as the bike/pedestrian improvements project, and similar projects that will do more to address the long-term well-being of the citizens at a fraction of the cost.</p>	18	See response to Western Blvd Common Comment #2. Transportation investments in the area are described in the region's 2040 Metropolitan Transportation Plan, which plans for all modes of transportation for the next 25 years, including bicycle and pedestrian facilities. This long range plan is prepared by the Capital Area Metropolitan Planning Organization (CAMPO).
2056	Western Blvd	Bicycles/ pedestrians			I-440 and Western Blvd are for *vehicular* traffic. Pedestrian and bike lanes ARE an after-thoughts, because they are insignificant in proportion to vehicular traffic. Solve the big problems FIRST, then the secondary problems.	0	See response to Western Blvd Common Comment #2.
2059	Western Blvd	Bicycles/ pedestrians			how many other interstate ramps have pedestrian crossings? Seems out of place and dangerous. Is this a new trend especially when there are no lights at the crossing. Thx u	0	Traffic signals are a part of the Double Crossover Diamond Alternative. See response to Western Blvd Common Comment #2.
2069	Western Blvd	Bicycles/ pedestrians			As long as it's accessible for cyclists and pedestrians I am for it. From my observation, the most foot traffic is on the K-Mart side along Western, and to cross western towards Blueridge. Right now, to cross Western people have to run across the road after the turn signal traffic subsides, which is dangerous. That traffic light is not set up to allow pedestrians cross safely.	2	See response to Western Blvd Common Comment #2.
2073	Western Blvd	Bicycles/ pedestrians			Agree with everyone here. This selection has more adverse impacts than benefits. As well, the Kmart parking lot serves as a park-and-ride (or has in the past), and pedestrians should have more consideration. This whole end of Western is dangerous to pedestrians and bikes.	0	See response to Western Blvd Common Comment #2.
2077	Western Blvd	Bicycles/ pedestrians			Designing infrastructure for walking, busing and biking is a great way for planners to encourage equality. This design says, "Buy a car if you want to actually be able to live here".	0	See response to Western Blvd Common Comment #2.
2078	Western Blvd	Bicycles/ pedestrians			a pedestrian and bicycle bridge or tunnel would add very little to the overall cost. Do it. help make Raleigh and NC a place bicyclists and walkers really do have the right of way.	0	See response to Western Blvd Common Comment #2. A separate tunnel or bridge for pedestrians/bicyclists would be a separate City of Raleigh project.

## On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2079	Western Blvd	Bicycles/ pedestrians			Even broken down in the video, this looks rather overwhelming. I also wish this better accommodated pedestrians.	0	See responses to Western Blvd Common Comments #1 and #2.
2080	Western Blvd	Bicycles/ pedestrians			Agreed 100%. I would also like to see more resources being directed to making roads more bike and pedestrian friendly!	3	See response to Western Blvd Common Comment #2.
2081	Western Blvd	Bicycles/ pedestrians	Noise		I agree with the general design as presented, but as a bike commuter and neighborhood walker, I cannot emphasize enough how important it is to get the pedestrian and cycling design prioritized here. Without it being integrated at the beginning of this design, this vehicle-centric design serves to further divide the inside and outside of the beltline communities. This is a golden opportunity to fix a decades-old problem with non-vehicular access, and I fear, as many others have expressed, that pedestrian and bicycle traffic is going to be an afterthought. Also, with the loss of the small strip of tree vegetation between 440 and the neighborhoods, we absolutely NEED sound barriers.	1	See response to Western Blvd Common Comment #2. A noise study was prepared for the project and noise walls are recommended as preliminarily feasible and reasonable where FHWA and NCDOT criteria are met, as described in Section 3.5.4 in the EA.
2083	Western Blvd	Bicycles/ pedestrians			I agree that this intersection needs improvement- right now it is dangerous at best. The plan overall is fine, but it MUST have a way for pedestrians to cross the streets! It can NOT be only car-centric.	0	See response to Western Blvd Common Comment #2.
2141	Western Blvd	Bicycles/ pedestrians			Is the goal to ensure that the only people with mobility through this area are those driving motor vehicles? Because that's what a double crossover diamond is really good at. This design includes a ton of open space. Why don't you toss a bone of a well-connected multipurpose trail on both sides of Western so everyone can benefit from this?	0	See response to Western Blvd Common Comment #2.
2142	Western Blvd	Bicycles/ pedestrians	Public transit		Is this safe for pedestrians? Or if the bus rapid transit goes through here like the Wake Transit plan says, will it work with this design?	0	See response to Western Blvd Common Comment #2. The proposed design at Western Blvd will not preclude bus rapid transit.
2148	Western Blvd	Bicycles/ pedestrians	Public transit		The original verbal description of this interchange described how pedestrian and bicycle traffic would be accommodated along Western Blvd. A dedicated path in the middle of the road, separated and protected from traffic by barriers. That is now completely gone, and pedestrians and bicycle rides will face even more danger, not less. The City of Raleigh is planning to put bus rapid transit along Western Blvd. This design does not recognize or accommodate that plan, which is arguably more important for future transportation in the city than beltline widening.	0	See response to Western Blvd Common Comment #2. The Recommended Wake County Transit Plan (December 2015) recommends bus rapid transit (BRT) service along Western Blvd from Cary to Raleigh. The proposed Double Crossover Diamond will not preclude this service in this corridor.
2150	Western Blvd	Bicycles/ pedestrians			I drive through this intersection several times a day in different directions (I live nearby) but also use the path to cycle. The figure did a very poor job of explaining how this complicated intersection will work [I looked it up on a more friendly website] and even less clearly conveyed what the impact will be for pedestrians and cyclists. Currently, crossing the on/off ramps can a dangerous task for pedestrians, so anything that can improve that experience would be welcomed. We should not be an afterthought!	0	The poster titled "How to Navigate a Double Crossover Diamond" is available on the project's website. In addition, NCDOT has a video on their YouTube channel showing how this type of interchange works. See response to Western Blvd Common Comment #2.

### On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2204	Western Blvd	Bicycles/ pedestrians	Public transit		Pedestrian and bicycle use has been completely ignored in this terrible tangle of spaghetti-like roads. Please, NCDOT, understand the needs of people today, many of whom are not automobile drivers. The current exit badly needs work as it is quite dangerous, but this type of design is not needed in west Raleigh. As another person commented, the City's plans for bus rapid transit along Western don't appear to have been thought about in this design at all.	0	See response to Western Blvd Common Comment #2. The proposed design at Western Blvd will not preclude bus rapid transit.
2206	Western Blvd	Bicycles/ pedestrians			I've used this design in several cities. Once you've done it once, maybe twice, you "get it". It's more confusing on paper than to actually drive it, and in the end, it works quite well. Quite a few cities across the US now use this design. However, THIS design is flawed for pedestrians and bikes, in an area with a lot of pedestrians and bikes. I'm not sure the cost is worth it, even with a good walking/bike plan..... that interchange is one of the most dangerous and certainly needs a re-do, but this is not my favorite at this point. 40' is a long way to dig. This should probably be the last element of this project so go back and re-think this. With so many interchanges and now Blue Ridge/Hillsborough being torn up, this one can stay in place for now. I hate it, but I don't like 40+ million spent on something with so little regard to walking/biking, where we do a lot of that.	0	See responses to Western Blvd Common Comments #2 and #3.
2221	Western Blvd	Bicycles/ pedestrians			Pedestrian access should be improved as this effectively cuts off those living on either side of the beltline. Many local residents without access to cars rely on the Kmart for basic necessities.	3	See response to Western Blvd Common Comment #2.
2236	Western Blvd	Bicycles/ pedestrians			Overall, I like this design, but would prefer the addition of a multi-use path on the eastbound side of Western Blvd. The path on the other side is commonly used, yet requires crossing Western in several locations, which is not very safe or convenient.	0	See response to Western Blvd Common Comment #2.
2242	Western Blvd	Bicycles/ pedestrians			Would like to add a pedestrian bridge or tunnel to line up with either Garland or Reavis. My neighborhood feels isolated because it's hard to safely get to greenways.	6	There are no greenways in the area of the I-440/Western Blvd interchange that a pedestrian bridge or tunnel from Reavis Rd or Garland Dr would connect to. See response to Western Blvd Common Comment #2.
2265	Western Blvd	Bicycles/ pedestrians			Pedestrian access needs to be a higher priority here than it is. At the public meeting, the general message was "Well, we've designed this for cars, and then we put pedestrian accommodations as an afterthought." A pedestrian bridge or tunnel would be the best option here. At the very least there should be no unsignalized pedestrian crossings of high speed ramps.	22	See response to Western Blvd Common Comment #2.
2291	Western Blvd	Bicycles/ pedestrians			Too confusing; restricts pedestrian and biking access	0	See responses to Western Blvd Common Comments #1 and #2.
2299	Western Blvd	Bicycles/ pedestrians			I like this with reservations ... please review and improve how pedestrians and cyclist are able to traverse this interchange.	0	See response to Western Blvd Common Comment #2.
2342	Western Blvd	Bicycles/ pedestrians			Pedestrian and bicycle use need to be a higher priority.	3	See response to Western Blvd Common Comment #2.

## On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2379	Western Blvd	Bicycles/ pedestrians			Looks way too confusing and little scary crossing for pedestrians/bicycles. Please redesign and simplify	0	See responses to Western Blvd Common Comments #1 and #2.
2399	Western Blvd	Bicycles/ pedestrians			Recently drove through one of these and it was very confusing. Why does there need to be pedestrian and bike lanes? I've never seen a bike rider on Western Blvd. in this area in the many years I've lived here.	0	See responses to Western Blvd Common Comments #1 and #2.
2449	Western Blvd	Bicycles/ pedestrians	Cost/ funding		Is there really enough pedestrian and bicycle traffic here to justify the work? It looks quite expensive and has significant environmental impact. Is the current situation really \$43.9 million broken?	0	See responses to Western Blvd Common Comments #2 and #3.
2515	Western Blvd	Bicycles/ pedestrians			please don't remove the western blvd path; i use it to commute	0	See response to Western Blvd Common Comment #2.
2544	Western Blvd	Bicycles/ pedestrians			It appears to be a needlessly massive intrusion for some marginal improvement in performance at peak periods. I just don't think it is warranted. Pedestrian and bike routes through here are treacherous now. These plans merely extend the dead zone hundreds of feet in each direction, eating land and handing it over to traffic. Certainly with all its' resources and expertise, the DOT can solve problems of peak period flow slowdowns without these massive infrastructure projects.	0	See responses to Western Blvd Common Comments #1 and #2.
2547	Western Blvd	Bicycles/ pedestrians			Poor pedestrian walkway planning on N. side of Western through crossover diamonds. Existing bike path / sidewalk on S. side of Western is lost.	0	See response to Western Blvd Common Comment #2.
2061	Western Blvd	Construction	Cost/ funding		1) You cannot have a construction bottleneck on Western at the same time you have a construction bottleneck on Hillsboro. 2) If the only thing you did was fix the Western Blvd interchange, it would be worth the total price	4	Construction will be phased to avoid adjacent cross street construction when practical.
2068	Western Blvd	Construction			How will traffic be detoured through nearby neighborhoods while this is under construction (i.e. Deboy Street and Powell Dr.)?	0	Traffic is not anticipated to require a long-term detour during construction of the Western Blvd interchange, although there may be short periods of time segments of the interchange need to be closed to complete elements of the new interchange.
2072	Western Blvd	Cost/ funding	Alternatives		Agree completely with the comment about the merits of the overall project. This is a massive amount of money to spend on a massive new interchange at a time when we ought to be shift transportation dollars away from in-city highway transit. I would favor a much smaller scale, simpler way to maintain/improve the existing interchange.	0	See response to Western Blvd Common Comment #3.
2106	Western Blvd	Cost/ funding	Bicycle/pedestrians	Public transit	I second all the comments regarding the waste of money involved...pedestrian safety and bike safety plus some improvements to public transportation are the only hope for fewer traffic problems.	0	See responses to Western Blvd Common Comments #2 and #3.
2128	Western Blvd	Cost/ funding			This plans seems like a lot of cost to fix one awkward interchange. I don't see the value here.	0	See response to Western Blvd Common Comment #3.
2465	Western Blvd	Cost/ funding			Is it really worth this much \$??	0	See response to Western Blvd Common Comment #3.

## On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2513	Western Blvd	Cost/ funding	Safety		We should not be investing this much money in an intersection that seems to function just fine. Auto growth is not going to be on the same pace over the next 20, 30, or 40 years - due to self drive. Its a real thing. Why is the State investing in this type of over-engineered infrastructure when VMTs do not continue to increase? Safety should be prioritized and invested in with what we have, not tear down and rebuild at this kind of scale.	0	The Double Crossover Diamond was the best solution to carry the projected traffic volumes and turning movements at this interchange location. The existing interchange needs to be replaced in part because the existing ramps provide inadequate acceleration distance merging onto I-440 and inadequate deceleration distance getting off of I-440.
2070	Western Blvd	Cost/funding			Does the traffic support an investment of \$44 Million dollars? I have travelled this route daily for 24 years and it doesn't seem to warrant such disruption and an investment of resources.	1	See response to Western Blvd Common Comment #3.
2055	Western Blvd	Design	Cost/ funding		I agree the flyover that merges into the left lanes of traffic needs to be corrected, but this plan seems to be far more than that interchange needs, all the other on and off ramps for Western Blvd work just fine. Certainly there is another alternative that is not \$44 million!	0	See responses to Western Blvd Common Comments #1 and #3.
2062	Western Blvd	Design			Consider eliminating the Western Blvd interchange entirely ? Or eliminate half of Hillsboro and half of Western	2	Interchanges at Western Blvd and Hillsborough St provide important access to/from the City of Raleigh's transportation network and are not proposed to be eliminated.
2064	Western Blvd	Design			ANYTHING is better than that dangerous left merge area! That interchange should have been redesigned / rebuilt 20+ years ago.	0	Comment acknowledged. The Double Crossover Diamond Alternative will eliminate the left hand merge onto westbound I-440.
2067	Western Blvd	Design	Safety		Don't understand the drawing; however, I agree that the left-side entry lane for westbound traffic is hazardous and needs to be eliminated. I wonder whether there could be a better long-term solution for both Western Boulevard and Hillsborough Street with a redesign utilizing Blue Ridge Road as a major access/exit point to I-440; this might be also be a solution to the safety issues of the railroad crossing near the Fairgrounds.	0	Comment acknowledged. The Double Crossover Diamond Alternative will eliminate the left hand merge onto westbound I-440. Another project, NCDOT Project U-4437 will grade-separate Blue Ridge Rd from Hillsborough St and the railroad tracks.
2071	Western Blvd	Design			Check out some information on the Diverging Diamonds interchange. If done correctly, which this one seems to be, they are very efficient.	1	Comment acknowledged.
2076	Western Blvd	Design			If a DDI interchange is right for Western Blvd, then why isn't a modified DDI correct for Wade? It seems like a flyover for Inbound Wade to 440E is a good idea, however I do not like the idea of putting 2 separate traffic lights on Wade Ave.	3	The traffic patterns at Wade Ave are different than those at Western Blvd, and a diverging diamond (DDI) (aka double crossover diamond) is not a feasible solution at Wade Ave based on the forecasted traffic patterns and volumes.
2209	Western Blvd	Design			I watched the video and it showed a dot over Raleigh where supposedly one of these bridges has been constructed. Where is it? I'd like to know how it actually works and whether it can account for the foibles of people. I think I would want to stay to the right of oncoming traffic and would freak out when the lane sides crossed, even if it were well-marked. Imagine a drunk driver? People DO drive drunk or otherwise impaired, is that being accounted for? Too weird a plan and requires a whole lot of new construction. Also, I really LIKE that intersection now, it is green and lovely and a respite from asphalt, always more asphalt. I will REALLY MISS the greenway-separated lanes! Do we HAVE to destroy everything of beauty just to move a few more people faster? Why not just widen the damn bridge and add a lane on each outside, if we have to?	0	A double crossover diamond also is planned at the I-440 interchange at Wake Forest Road and in the region at the I-40/NC42 interchange in Johnston County. These types of interchanges are well signed to guide drivers through the interchange and these interchanges work well once drivers get used to the new traffic pattern. The existing interchange needs to be replaced in part because the existing ramps provide inadequate acceleration distance merging onto I-440 and inadequate deceleration distance getting off of I-440.

## On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2250	Western Blvd	Design			This is a terrible interchange - please make it better!	0	See response to Western Blvd Common Comment #1.
2271	Western Blvd	Design	Cost/ funding		There is plenty of open land here to put in a standard cloverleaf intersection or the equivalent of one. The double diamond is a Rube Goldberg scheme. The design contract on this project must be a percentage of cost contract or there must be some kickbacks being paid!!!!	1	See response to Western Blvd Common Comment #1. The roadway designers that prepare the preliminary designs for NCDOT projects during the project development stage are precluded from joining a design-build team that is preparing the final designs and bidding on constructing the project. The design-build teams can propose different solutions if they can reduce impacts, cost, and/or construction duration while still adequately carrying projected future traffic.
2301	Western Blvd	Design			Incredibly complex and disruptive.	0	See response to Western Blvd Common Comment #1.
2406	Western Blvd	Design			Left onramp to the inner beltline is dangerous and needs to go	1	The left side on-ramp will be removed as part of the Double Crossover Diamond design.
2407	Western Blvd	Design			This will eliminate the two current, difficult and dangerous merges: Southbound I-440 onto eastbound Western Blvd; and westbound Western Blvd. onto southbound I-440. It will also hopefully eliminate the southeastern quadrant, cloverleaf trash pond.	0	The drainage will be redesigned and improved in this interchange area as part of the project.
2425	Western Blvd	Design			These interchanges are just confusing but it would be better than the current interchange	1	See response to Western Blvd Common Comment #1.
2435	Western Blvd	Design	Other		I would really like to see the much larger easements like B, C and D be filled with our iconic Oak and Pine trees. Also, Is there a reason that the diamonds the split section of Western is so wide? I have seen DD patterns where the roads are much closer together. Why is this?	0	The interchange area will be revegetated after construction is completed. The split section in the center of Western Blvd under the bridge is wide in this preliminary design to accommodate bridge piers for the I-440 bridge over Western Blvd and to accommodate bicycles and pedestrians if the option to route them in the center is used during final design.
2445	Western Blvd	Design	Cost/ funding		Looks like you managed to maximize complexity and cost.	0	See responses to Western Blvd Common Comments #1 and #3.
2494	Western Blvd	Design			Seems to me like the only dangerous aspect of the existing intersection is the left merge for westbound Western Blvd. traffic that wants to go southbound on 440. That's where virtually all the accidents happen. Wouldn't all this be solved with a simple cloverleaf interchange? Are we just trying to see how much money we can spend? I mean just look at that thing! How are we going to survive getting through that labyrinth with all the texting kids weaving about?	0	See response to Western Blvd Common Comment #1.
2312	Western Blvd	Natural resources			I hope that in the right-of-way area C (in the diagram), the trees, which act as a natural noise and pollution buffer, are left mostly intact during construction.	0	Existing trees will be preserved where feasible.



### On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2525	Western Blvd	Natural resources			Once again this is going to have a huge negative affect on wildlife. The riparian buffer needs to be better protected. 17 acres is a major loss to habitat and wildlife patterns.	0	This is an urbanized corridor and the footprint of the Double Crossover Diamond is smaller than the existing interchange footprint. As discussed on EA Page 3-42, written authorization is required from the NC Department of Environmental Quality Division of Water Resources for disturbance of riparian buffers prior to construction. Best management practices must be used to minimize disturbance, preserve aquatic life and habitat, and protect water quality.
2063	Western Blvd	Other			Fix what needs to be fixed here.	0	See response to Western Blvd Common Comment #1.
2065	Western Blvd	Other			Full size map link for Jones Franklin wouldn't open. Will there be widening at Western Blvd interchange which is a bottle neck...	0	Western Blvd will not be widened as part of the project. Through the interchange there will be three through lanes in each direction.
2066	Western Blvd	Other			This sounds like a no brainer.	2	Comment acknowledged.
2183	Western Blvd	Other			I experienced such an interchange recently and it felt like I was going the wrong way (driving on the left instead of the right, with oncoming headlights coming toward me) - very unnerving.	0	See response to Western Blvd Common Comment #1.
2294	Western Blvd	Other			I can't follow this, need directional arrows in different colors to determine flow depending on where I am coming from and where I am going. I do travel all 4 directions occasionally.	0	See response to Western Blvd Common Comment #1. There is a poster titled How to Navigate A Double Crossover Diamond available on the project website that shows how to navigate a double crossover diamond in each direction. The project website is <a href="http://www.ncdot.gov/projects/i-440improvements">www.ncdot.gov/projects/i-440improvements</a> .
2303	Western Blvd	Other			Yeah... NOT going to happen.	0	The proposed project is programmed in the State Transportation Improvement Program (STIP) as Project U-2719.
2316	Western Blvd	Other			LOVE THIS!! Drove over one in Utah and it wasn't confusing at all.	2	Comment acknowledged.
2472	Western Blvd	Other			Negatives of environmental impact outweigh the advantages	0	NCDOT tries to minimize the impacts of transportation projects to the human and natural environments wherever feasible. In selecting an alternative to implement, as documented in the FONSI, NCDOT recognizes and tries to balance the needs of the many stakeholders along the corridor and the provision of transportation facilities that can adequately carry traffic volumes in a safe and efficient manner.
2194	Western Blvd	Planning			short term solution.	0	The proposed project is designed to accommodate traffic forecasted for the year 2035, updated to the year 2040 in the Finding of No Significant Impact (FONSI).

## On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2082	Western Blvd	Public transit			<p>Discussions at the public meeting suggested that there is no way to have an exclusive bus lane through a double crossover diamond interchange. First, I think this may be incorrect, seems to me you could have a median bus lane go straight through without crossing over, with a separate signal phase at the crossovers for buses only. This may not have been done anywhere but that doesn't mean it won't work.</p> <p>The engineers at the meeting suggested that things like queue jumpers for buses would be possible, which would be a satisfactory but not perfect solution.</p> <p>Please be sure that this is designed to accommodate some form of dedicated lane or at least queue jumpers in order to speed bus traffic through this congested area.</p>	0	The proposed Double Crossover Diamond Alternative for Western Blvd would not preclude BRT service on Western Blvd through the interchange area. Wake County voters approved a half-cent sales tax for the Wake County Transit Plan in November 2016. As plans for bus rapid transit (BRT) progress, NCDOT will work with GoTriangle to accommodate their public transit plans throughout the corridor.
2153	Western Blvd	Public transit			This makes more sense with the increased traffic volume and a major thoroughfare. Also, I think this redesign will be better suited for the bus corridor on Western	1	The proposed Double Crossover Diamond Alternative for Western Blvd would not preclude BRT service on Western Blvd through the interchange area. Wake County voters approved a half-cent sales tax for the Wake County Transit Plan in November 2016. As plans for bus rapid transit (BRT) progress, NCDOT will work with GoTriangle to accommodate their public transit plans throughout the corridor.
2528	Western Blvd	Public transit	Bicycles/ pedestrians	Natural resources	People get so charged up over their complicated "playing God" games. The more complicated and expensive it is, the more everyone is afraid to say it sucks. Make the area better for those people who are NOT driving. Put more bus stops and more sidewalks and trees. Stop cutting down trees that make it tolerable to walk along the side of the road. Get the cars out. Put in simple slow electric trains. Keep parks.	0	See responses to Western Blvd Common Comments #1, #2, and #3. The proposed Double Crossover Diamond will include accommodations for bicycles and pedestrians and will not preclude a future bus rapid transit service being planned for this corridor by GoTriangle. Impacts to Lake Johnson Park, Kaplan Park, Method Park and Museum Park were minimized with the proposed Detailed Study Alternatives.
2058	Western Blvd	Right of Way			Geometry doesn't agree with your point, unless you have discounted the residences that would need to be cleared.	0	One residential relocation is estimated for the Double Crossover Diamond Alternative at Western Blvd.
2101	Western Blvd	Safety			This section of I-440 (heading from Raleigh to Cary) has always been the scariest part of the freeway. People entering from the left and exiting to the right is always congested and always a cluster. When you're doing regular speed and need to slam on your brakes, something is wrong with the planning, not the driving. Fix this interchange at any cost, please!!	0	The Double Crossover Diamond will carry the projected traffic volumes efficiently and will eliminate the ramp that merges onto westbound I-440 on the left.
2119	Western Blvd	Safety			That is a dangerous way to get on. I am surprised we have not heard of people being killed there.	0	It is assumed the commenter is referring to the ramp from westbound Western Blvd to westbound I-440, which merges into I 440 on the left side. The proposed project will eliminate this ramp configuration.

## On-Line Forum Comments Western Boulevard Interchange

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2295	Western Blvd	Safety			I just don't like that traffic pattern. Every time I drive through the diverging diamond interchange in Lumberton, NC I always get confused as to where the flow of traffic is going. Have gotten turned around multiple times. Have any studies been done about traffic incidents with this sort of interchange?	0	See response to Western Blvd Common Comment #1. According to the FHWA, the double crossover design reduces vehicle-to-vehicle conflict points (points where accidents often occur) by nearly 50 percent compared to a conventional diamond interchange. For pedestrians, crosswalks are simpler and involve crossing fewer lanes at a time. More information about safety studies for this type of interchange can be found at the FHWA website: <a href="https://safety.fhwa.dot.gov/intersection/innovative/crossover/brochures/ddi/">https://safety.fhwa.dot.gov/intersection/innovative/crossover/brochures/ddi/</a>
2057	Western Blvd	Traffic			As an accident victim resulting from congestion caused by the left lane merge at Western Blvd, I welcome any improvement for interstate commuters at that interchange.	1	Comment acknowledged.
2060	Western Blvd	Traffic			Current intersection needs to be replaced, but I'm not sure how this will improve traffic flow. From WB Western Blvd to WB I-440 new interchange requires at least 1 stoplight, whereas current configuration allows "free" flowing traffic.	0	The Double Crossover Diamond interchange will improve many substandard elements, including lengthening acceleration and deceleration lanes on I-440, eliminating the left-hand merge onto westbound I-440 and eliminating the back-to-back loop ramps along eastbound Western Blvd. Although traffic signals will be installed on Western Blvd, traffic will be processed efficiently through the interchange because left turns, which are projected to be heavy, will be better accommodated.
2208	Western Blvd	Traffic			Two more traffic lights for Double Crossover Diamond? NCDOT, you can come up with a better solution than that.	0	See response to Western Blvd Common Comment #1.
2329	Western Blvd	Traffic			In general, I'm a strong advocate of diverging diamonds. When they finally put one in at the Beltline and Wake Forest, it will help traffic flow a lot. Here, though, I think that the benefit needs to be offset against the extra traffic light on Western Blvd. In recent years, the number of traffic lights on this road has just gone up and up. There is a new one at Varsity, a new one at Clanton, and most egregiously, a new one where the grade separation was removed at Hillsborough. Unlike the other traffic signals, signals at a diverging diamond cannot easily be interfaced to other signals, because of the fact that the light always needs to be red for one direction on the main road. At times of light traffic, drivers on Western might still need to stop at two extra lights. Free flow of traffic is important. In most places, a diverging diamonds helps that. Here it doesn't.	0	Overall, the interchange will operate more efficiently and handle the traffic entering from and exiting to I-440. Also see response to Comment #2060 under Topic1 - Traffic in this section.
2511	Western Blvd	Traffic			Travel through this area frequently and agree road widening on I-440 is needed; also, merging traffic here often creates a bottleneck so the new ramp arrangement is preferable. Commend you for the low impact plan in this area.	1	Comment acknowledged.
2558	Western Blvd	Traffic			You are adding 2 stoplights where there are now no stoplights. How will this affect traffic on western blvd? Currently traffic is not an issue here but will be with these stoplights.	0	The Double Crossover Diamond was the best solution to carry the projected traffic volumes and turning movements at this interchange location.

## On-Line Forum Comments Ligon Street Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
502	Ligon	Alternatives	Bicycles/ pedestrians		I vote for A. There really isn't any need for a bridge, it's very quiet road used mostly by cyclists and NCSU staff. In my ten years of living in Raleigh and using the road there hasn't been a single accident. The road doesn't need to be more than what it is now.	1	See response to Ligon St Common Comment #3.
522	Ligon	Alternatives	Right of Way		Alternative A has the least negative impact to people, research and the environment. Alternative C is especially unattractive as it displaces 10 residences.	2	Comment acknowledged.
523	Ligon	Alternatives	Right of Way		A, it doesn't impact residences.	1	Comment acknowledged.
524	Ligon	Alternatives			We should go with a plan that is consistent with future plans so we don't have to go back for a do-over later and also an alternative that allows buses to cross without impact to the cemetery. Alt C seems like the clear winner.	0	Comment acknowledged.
2272	Ligon	Alternatives			Prefer less expensive alternative A.	0	Comment acknowledged.
529	Ligon	Bicycles/ pedestrians			Completely disagree with the feedback, Option 3 is the way to go. I would much rather take my chances getting into Raleigh from the Blue Ridge corridor on a bike taking this route then trying to cross at Western. In fact, this solves the interconnectedness and road crossing problems for pedestrians and cyclists introduced with that inverted diamond approach. Option C solves the problems for those of not in cars getting cross town coming off the greenways and parks along Blue Ridge corridor. Although, I will miss the thrill of driving through my secret passageway that currently exists!	0	Comment acknowledged. See response to Ligon St Common Comment #1.
536	Ligon	Bicycles/ pedestrians	Traffic	Right of Way	The big issue is that this crossing be maintained, as a way to cross the Beltline safely by bike. That said, the long-term best approach seems to be Alternative B, because it is the straightest route with the least ups and downs. I suspect it is likely to be safest, though with the traffic volume at this crossing, any alternative is likely to be acceptably safe. The residential relocations with Alternative C is a definite downside.	1	Comment acknowledged. See response to Ligon St Common Comment #1.
2390	Ligon	Bicycles/ pedestrians			This replacement being a bridge is critical to safe bike and pedestrian connections in this part of the city. I would support either B or C.	2	See response to Ligon St Common Comment #1.
482	Ligon	Construction	Bicycles/ pedestrians		Closing the Ligon St. culvert the same time as closing Beryl Rd. (for widening) would be a disaster for bike commuters. If both of these project have to occur, I would prefer having the projects staggered so bikers have at least one option to get around.	4	The Ligon St crossing of I-440 would not be closed at the same time as Beryl Rd, and will be taken into consideration in the coordination with the construction of the Blue Ridge Rd/Hillsborough St grade separation project (Project U-4437).
485	Ligon	Construction			Please complete work on Ligon St before starting construction on Beryl Road.	0	The Ligon St crossing of I-440 would not be closed at the same time as Beryl Rd, and will be taken into consideration in the coordination with the construction of the Blue Ridge Rd/Hillsborough St grade separation project (Project U-4437).

## On-Line Forum Comments Ligon Street Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
510	Ligon	Construction	Bicycles/ pedestrians		As someone who bikes between NCSU campus and the Horticulture Field Lab on the west side of the tunnel several times daily, any disruption of the tunnel would significantly raise my daily commute time (potentially several hours). It would make it impossible for me to be able to meet my research, teaching, and class commitments that are scheduled on campus and at the horticultural field lab. I know many others who are in a similar situation. Many students, staff, and faculty alike would be negatively impacted by any disruption to the tunnel. As many have said, the tunnel has little traffic. Only people who need to use the tunnel typically do. Please do not disrupt the tunnel.	1	See response to Ligon St Common Comment #2. If a bridge alternative is selected, the existing traffic culvert will eventually be filled and closed. However, there may be periods where it could remain open during construction. This will be considered during final design and construction.
480	Ligon	Cost/ funding			Close the tunnel, even though I use it, there is not a need to spend that much money. People can easily drive around on Western or Hillsborough street. Again, CLOSE THE TUNNEL	0	See response to Ligon St Common Comment #3.
496	Ligon	Cost/ funding			Spend as little as possible on this barely used road.	1	See response to Ligon St Common Comment #3.
499	Ligon	Cost/ funding	Alternatives		No preference. Unlike the ritzy yet vocal University Club members or Meredith College Alumni, I only care about the cost to taxpayers and what makes the most sense from a traffic standpoint.	0	See responses to Ligon St Common Comment #2 and #3.
501	Ligon	Cost/ funding			This culvert is out of date and unnecessary. This is a huge waste of money, time, and energy. It does not serve its original purpose any longer.	1	See response to Ligon St Common Comment #3.
505	Ligon	Cost/ funding			This culvert is dangerous and the need for it is outdated! The culvert is labeled as dangerous for bikers and pedestrians because it is one lane. Fixing this or doing anything other than closing it is a waste of taxpayer dollars!!!	0	See response to Ligon St Common Comment #3.
512	Ligon	Cost/ funding	Historic resources		The State and City don't need to spend money excessively on this project when Western Blvd and Hillsborough streets are accessible to Blue Ridge Rd. Extend the present culvert and save money. The Oak Grove Cemetery should not be disturbed.	1	See response to Ligon St Common Comment #3.
513	Ligon	Cost/ funding			Alternative A is preferred. Please accommodate the Beltline widening by using the simplest solution and saving money.	1	Comment acknowledged.
517	Ligon	Cost/ funding			Alternate A minimizes impact and would be more economically feasible.	0	Comment acknowledged.
518	Ligon	Cost/ funding			Go with the least expensive, least intrusive plan... A.	0	Comment acknowledged.
532	Ligon	Cost/ funding			This should be a least cost option since it services few.	2	See response to Ligon St Common Comment #3.

## On-Line Forum Comments Ligon Street Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2207	Ligon	Cost/ funding			Spend the least amount of funds on this.	0	Comment acknowledged.
489	Ligon	Design			Build an abutment wall bridge on I-440 over a two-lane Ligon St. This would have the least amount of permanent impacts to the area. At the public hearing NCDOT and their consultants repeatedly insisted this is not possible. However, I have visited the site two different times with contractors very experienced in NCDOT interstate widening design-build projects. Both contractors reviewed the plans available and both were confident building a bridge on I-440 over Ligon St is absolutely possible, even though it absolutely would be very challenging given the grade changes necessary and the restrictions on impacts to the east side of I-440. While the construction would be more expensive, the property taking impacts would be much less costly than either of the bridge over I-440 scenarios. Both contractors suggested some leniency with criteria could make a big difference, such as using 11' lanes instead of 12' lanes on I-440 temporarily during construction operations. Both contractors also said in a design-build procurement they would not propose such a change because the construction cost would outweigh the possible benefit they would receive in a best-value scenario, so the inclusion of a bridge on I-440 over Ligon St would have to be a project requirement rather than a potential option to explore.	0	A bridge of I-440 over Ligon St was considered. However, this was eliminated from further study because of maintenance of traffic issues and substantially higher cost. Two lanes of traffic in each direction could not be maintained during construction of this bridge without an on-site detour. Building an on-site detour would impact Oak Grove Cemetery and more land from NCSU.
492	Ligon	Design			Upgrade this tunnel / culvert to two lanes as part of this project. This will improve access while minimizing impact. Buses and larger vehicles can use Hillsborough St and Western Blvd.	0	A bridge of I-440 over Ligon St was considered. However, this was eliminated from further study because of maintenance of traffic issues and substantially higher cost. Two lanes of traffic in each direction could not be maintained during construction of this bridge without an on-site detour. Building an on-site detour would impact Oak Grove Cemetery and more land from NCSU.
494	Ligon	Design			and roll the Ligon extension into the Project	1	Extending Ligon St to Blue Ridge Rd is not a part of the proposed project. It is planned as a future separate project by the City of Raleigh.
495	Ligon	Design			I think connecting Ligon to Blue Ridge is a great idea - it strengthens the grid of streets.	0	The City of Raleigh has future plans to connect Ligon St to Blue Ridge Rd.
508	Ligon	Design	Bicycles/ pedestrians		New bridges do not seem to be necessary; widening appears to accommodate current usage. Bike lanes would be good.	0	See response to Ligon St Common Comment #1.
531	Ligon	Design			Build a I440 bridge over Ligon St.	1	A bridge of I-440 over Ligon St was considered. However, this was eliminated from further study because of maintenance of traffic issues and substantially higher cost. Two lanes of traffic in each direction could not be maintained during construction of this bridge without an on-site detour. Building an on-site detour would impact Oak Grove Cemetery and more land from NCSU.
537	Ligon	Design	Alternatives		The bridge south of the existing culvert would provide the straightest shot, and the most level crossing, suggesting that it would be the safest as well as the most convenient.	0	Comment acknowledged.

### On-Line Forum Comments Ligon Street Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
538	Ligon	Design	Alternatives		I prefer the bridge south. A curved bridge is too elaborate for such a small crossover. The north bridge would also be harder to upgraded in the future.	0	Comment acknowledged.
506	Ligon	Historic resources			i dont like it, but at least it respect the historic cemetery.	0	The Build Bridge to North Alternative and the Extend Existing Traffic Culvert Alternative would not adversely impact the Oak Grove Cemetery. The Build Bridge to South Alternative was determined by the NC State Historic Preservation Office to have an Adverse Effect on the cemetery.
519	Ligon	Historic resources			Less impact to the cemetery.	0	The Build Bridge to North Alternative and the Extend Existing Traffic Culvert Alternative would not adversely impact the Oak Grove Cemetery. The Build Bridge to South Alternative was determined by the NC State Historic Preservation Office to have an Adverse Effect on the cemetery.
525	Ligon	Historic resources			Alternative C. Allows for future growth/plans while preserving the cemetery and has less impact on the surrounding residents and businesses	0	Alternative C (Build Bridge to North) would not adversely impact the Oak Grove Cemetery and would be consistent with the City of Raleigh's plans for extending Ligon St. However, it would have the most residential impacts with 10 relocations in the Method Townes development.
526	Ligon	Historic resources	Right of Way	Water resources	This area is sorely in need of modernization and upgrades. It is unfortunate to disturb the cemetery, research buildings, businesses and homes, but the work needs doing. I liked C the best because it had lower stream impacts.	0	Comment acknowledged.
527	Ligon	Historic resources			The one-lane tunnel under 440 at Ligon was a concession to the Method Community providing it access to a community cemetery when 440 was built in the 1960s. Today, the historic Oak Grove Cemetery is still an active cemetery. Given the cultural significance of this cemetery and the fact that NCSU has expanded its campus in the adjacent area, I support Alternative C - New Bridge north of existing culvert. With the proposal that Beryl Drive end before reaching Blue Ridge Rd., Alternative C should solve at least some of the areas traffic flow issues for many years to come.	0	See response to Ligon St Common Comment #3.
535	Ligon	Historic resources			I would choose B because while I think historic sites are important, alive people are more important. Many more relocations with C.	0	Comment acknowledged.
479	Ligon	Other			it's not important to me	0	Comment acknowledged.
483	Ligon	Other			not needed.	0	Comment acknowledged.
497	Ligon	Other	Alternatives		I think this should be left as is.	0	Comment acknowledged.

## On-Line Forum Comments Ligon Street Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
498	Ligon	Other	Alternatives		back to the drawing board, please.	1	Comment acknowledged.
500	Ligon	Other	Alternatives		No preference	0	Comment acknowledged.
503	Ligon	Other	Alternatives		No preference they all are damaging and lack thought.	0	Comment acknowledged.
514	Ligon	Other			The tunnel is really cool.	0	Comment acknowledged.
516	Ligon	Other			of the 3 I'd choose Alternative A	0	Comment acknowledged.
528	Ligon	Other	Alternatives		Alternate C, least impact on NC State	0	Comment acknowledged.
530	Ligon	Other	Alternatives		Has little effect on me but I would choose Alternative C	0	Comment acknowledged.
533	Ligon	Other	Alternatives		Either B or C	1	Comment acknowledged.
481	Ligon	Right of Way	Delete Hillsborough interchange		<p>I am a department head at NC State University and are concerned about the impact to three buildings on Brickhaven. Two of the buildings will be completely removed and the remaining building will be compromised. Losing two buildings will displace many faculty and staff that work in the critical areas of youth development and nutrition. These professionals work with faculty housed in the remaining building. It is unclear where the displaced professionals will be housed after the loss of the two buildings. This will cause disruption to key programs. Losing two entire buildings is unacceptable. We also have concerns about access to 512 Brickhaven, the building that will remain. We will need 24 hour access to the building and comparable parking. Looking at the construction plans it is unclear if this will be possible. There is also great concern about air and noise pollution during and after construction.</p> <p>I have looked at the comments regarding the impact to Meredith College and the University Club. This coupled with our loss of two buildings seems an extreme loss for a project such as this. Please go back to the drawing board and find another solution. Perhaps, as some have suggested, closing the exit altogether.</p> <p>Widening of the beltline should not come at such a high cost to so many.</p>	1	NCDOT has been coordinating with NCSU administrators throughout the project development process and will continue to do so through the right of way acquisition and construction phases. NCSU is a member of the project's Stakeholder Advisory Committee, which met at project milestones, as described in Section 4.5 of the EA. In addition, as described in Section 4.4 of the EA, six additional meetings were held with NCSU to provide project information and discuss concerns, including impacts to the Brickhaven Rd buildings. Impacts to buildings on Brickhaven Rd are due to the widening of I-440 and would occur with or without the proposed interchange at Hillsborough St. See also response to Hillsborough-Wade Common Comments #1 and #6.



## On-Line Forum Comments Ligon Street Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
490	Ligon	Right of Way	Construction		While improving mobility is a laudable objective it seem rather disruptive to accomplish.	0	NCDOT will continue to look for ways to reduce impacts through final design.
493	Ligon	Right of Way			I dont like anything that is displacing homes and businesses. Work w City to (get off the dime ) and connect Ligon to blue ridge and build the overpass in the culvert footprint.	1	NCDOT has been coordinating with the City of Raleigh throughout the project development process, and will continue to do so through construction. Extending Ligon St to Blue Ridge Rd would be a future separate project done by the City of Raleigh. Building the Ligon St bridge over I-440 on the existing alignment would impact both the NCSU research facility and the residences across the road.
507	Ligon	Right of Way			The option that takes the least number of homes is the right one, even if others are inconvenienced for a little while.	0	Comment acknowledged.
520	Ligon	Right of Way	Noise		It is very hard to tell from the online maps but Alternative A seems to have the least impact to surrounding property. Whatever you do, please add a noise barrier along 440 on the Method Rd side. it is already way too loud!	0	A noise barrier along I-440 next to the Method neighborhood is preliminarily recommended. The final determination on a noise wall will be made during final design.
521	Ligon	Right of Way			The impact to residents and NCSU are minimized. If one of the other options was selected, where are these residents going to be able to relocate with a similar investment?	1	NCDOT tries to minimize right of way impacts as much as possible. NCDOT would work with residents relocated from the Build Bridge to North Alternative and follow NCDOT established processes for acquiring property and assisting residents and businesses in relocation, as described on page 3-4 of the EA. NCDOT pays fair market value for all property purchased. In addition, for renters and homeowners who are relocated by the project, NCDOT offers several programs to minimize the inconvenience of relocation. There is adequate supply of replacement housing in the area.
534	Ligon	Right of Way			Alternative B is better - the plan will not affect DearStyne Research facilities. I hope that 440 project will not affect the function of DearStyne. This is the only Avian BSL2 Research facility available to the Poultry Science researchers at NC State University. I am concerned about the proposed closer of the tunnel under 440 leading to the DearStyne Labs for one year. However, I support the request to have the proposed 2-lane bridge over 440 to be completed before closing the tunnel.	0	If a bridge alternative is selected, the existing traffic culvert will eventually be filled and closed. However, there may be periods where it could remain open during construction. This will be considered during final design and construction.
484	Ligon	Traffic			Ditch this traffic culvert. Large trucks can't get thru it anyways. Use either Western or Beryl Road to access Ligon road.	0	See response to Ligon St Common Comment #3.
486	Ligon	Traffic	Design		I understand the connectivity, but could this culvert be closed? And has a traffic study been done? Spend as little as possible on a road that is barely used.	3	See responses to Ligon St Common Comment #2 and #3.
487	Ligon	Traffic	Cost/ funding		This tunnel receives very little traffic. Why spend an extra \$10million for a bridge to nowhere?	3	See responses to Ligon St Common Comments #2 and #3.

## On-Line Forum Comments Ligon Street Grade Separation

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
488	Ligon	Traffic			The one lane tunnel under 440 at Ligon encounters very little vehicle traffic, as most vehicles either take Hillsborough, Western or Beryl to their eastern or western destination. NCSU does not have a need for a bus route on Ligon to the surplus warehouse. As a biker, I appreciate Ligon St's low vehicular traffic, and it serves as the most Bike/Ped friendly route heading towards NCSU from any location between Western and Hillsborough st. Save the money for better safety improvements where there is a higher pedestrian/vehicle interaction.	14	The City of Raleigh has future plans to connect Ligon St to Blue Ridge Rd and supports a bridge option. NCSU also supports the bridge option. See responses to Ligon St Common Comments #1-#3.
491	Ligon	Traffic	Arboretum		Please complete your work on Ligon St BEFORE working on the Hillsborough St exchange. I ask this as an avid supporter of JC Raulston Arboretum.	1	The Ligon St crossing of I-440 would not be closed at the same time as Beryl Rd, and will be taken into consideration in the coordination with the construction of the Blue Ridge Rd/Hillsborough St grade separation project (Project U-4437).
504	Ligon	Traffic			Does traffic warrant this kind of investment here? I do not believe there is very much traffic here.	0	See responses to Ligon St Common Comments #2 and #3.
509	Ligon	Traffic			The only effect of a bridge would be to increase traffic in a long-established neighborhood. It is baffling to me that this whole project is designed to put traffic into established, low density residential neighborhoods, here, at Melbourne Road, and elsewhere.	1	See response to Ligon St Common Comment #2.
511	Ligon	Traffic	Right of Way		Assuming that this project cannot be avoided at all, option A is by far the best choice. I see no reason why anyone would want to encourage a greater amount of traffic on Ligon through this area. Ligon is narrow with a sharp curve just beyond the top edge of the maps shown here. For there to be any point in putting a bridge here, especially if the city for some reason wants to run buses that way, there would have to be substantial improvements in the street beyond this project. Why is that not addressed in the proposal? None of the objectives here are worth disrupting a valuable research facility, displacing people's homes, or increasing the traffic through this area.	0	See responses to Ligon St Common Comments #2 and #3.
515	Ligon	Traffic	Safety		There is very little vehicular traffic through the existing culvert, but it remains a very preferable and safe cycling route. Adding a bridge would encourage vehicular travel, taking away another safe alternative between Blue Ridge Rd and Sullivan St, where the Greenway picks up.	2	See responses to Ligon St Common Comments #1 and #2.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
225	Hillsborough-Wade	Alternatives			I agree. All plans are unacceptable as proposed.	4	See responses to Hillsborough-Wade Common Comments #1 and #6.
235	Hillsborough-Wade	Alternatives			Please go back to the drawing board on this interchange.	8	See responses to Hillsborough-Wade Common Comments #1 and #6.
241	Hillsborough-Wade	Alternatives			Go back to the drawing board.	45	See responses to Hillsborough-Wade Common Comments #1 and #6.
244	Hillsborough-Wade	Alternatives			I agree! Please go back to the drawing board.	5	See responses to Hillsborough-Wade Common Comments #1 and #6.
247	Hillsborough-Wade	Alternatives			Please reconsider this plan looking for options that take less footprint. Creative alternative solutions are out there.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
249	Hillsborough-Wade	Alternatives			AGREE! Back to the drawing table with you!	8	See responses to Hillsborough-Wade Common Comments #1 and #6.
252	Hillsborough-Wade	Alternatives			What is plan D? These plans have too much negative impact to the surrounding institutions.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
254	Hillsborough-Wade	Alternatives			While I understand the need to expand the highway, none of these options seem appealing. Too much is being taken away from institutions that don't have room to go elsewhere. Go back to the drawing board.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
260	Hillsborough-Wade	Alternatives			For the question above, there should be a NONE of these options as the impact of all of them is too severe to consider.	4	See responses to Hillsborough-Wade Common Comments #1 and #6.
268	Hillsborough-Wade	Alternatives			leave it alone- rethink.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
269	Hillsborough-Wade	Alternatives			rethink!	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
274	Hillsborough-Wade	Alternatives			NCDOT's three plans also harm other area organizations to an unacceptable degree	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
278	Hillsborough-Wade	Alternatives			All options are bad.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
281	Hillsborough-Wade	Alternatives			You need to evaluate a fourth alternative that does not make these changes, and offer that choice as Alternative D. You have forced everyone to choose one of the three bad alternatives or choose "it does not matter." That is too narrow and so your survey results are not going to reflect actual public opinions.	22	See responses to Hillsborough-Wade Common Comments #1 and #6.
286	Hillsborough-Wade	Alternatives			COMPLETELY AGAINST!	3	Comment acknowledged.
293	Hillsborough-Wade	Alternatives			Alternative A - NO! Alternative B - NO! Alternative C - NO! It's not important to me - NO! There should be another choice ! How about None of the Above?!!! Go back to the drawing board and try again!	0	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
297	Hillsborough-Wade	Alternatives	Historic resources		While understanding NCDOT's responsibility to act in the interest of the citizens with regard to public safety and progress, do we as a state not have a responsibility to future generations to protect our environment, the beauty of creation, and historically relevant structures and sites? If the state of North Carolina, and NCDOT, as her agent wish to send the message to the people of our state that convenience, expediency, and self interest trump all other concerns, we are heading in the right direction. These plans are an overuse of tax payer funds and show reckless disregard of important historical institutions and vistas which were once rolling pastures. And why?- because the drivers of too many single passenger vehicles cant be bothered in their quest to have bigger , better, faster- in everything- at any cost. Let's instead focus on a less expensive plan that fosters care for our city's treasures, rather than hoping for convenience in the daily commute. Please return to the drawing board and return to a perspective that requires a bit of patience and inconvenience - before highways, flyovers, and fumes absorb everything beautiful in our state.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #9.
320	Hillsborough-Wade	Alternatives			Agree, please go back and rethink the plan.	57	See responses to Hillsborough-Wade Common Comments #1 and #6.
322	Hillsborough-Wade	Alternatives			This particular area of proposed improvements and widening to I-440 is one that at the moment does not have any attractive option solutions. It would seem necessary to suggest that NCDOT come up with other possible alternatives. The impact on all adjacent properties is just too much to justify the current design proposals. i don't envy anyone trying to resolve this particular interchange.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
330	Hillsborough-Wade	Alternatives	Design		There are 2 big problems with all 3 proposals. 1) At the Wade Ave extension heading toward Raleigh, this does nothing to fix the long backups. Please consider adding two exit lanes much further back, the rightmost for 440 outer and the other heading to a flyover which heads left over both Wade Ave and 440, then connecting with inner 440 near the pedestrian bridge. Ie, replace the tight loop A with short merge (That is backup problem!) with a flyover. Also extend that merge ramp up to the Lake Boone exit. 2) All three options for 440 & Hillsborough all take huge chunks of land that have been a part of our community for many years. It also looks ridiculously expensive and as a tax payer, it's just too much. Please go back to the drawing board on that one and come back with something that significantly improves traffic with less land and fewer tax \$\$.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
339	Hillsborough-Wade	Alternatives			Please consider creating additional solutions. I do not support any of the options shown.	10	See responses to Hillsborough-Wade Common Comments #1 and #6.
340	Hillsborough-Wade	Alternatives			This is a case of over engineering. The number of people and livelihoods affected seems to make this out of the question. Please seriously reconsider this plan altogether.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
344	Hillsborough-Wade	Alternatives			Don't do it	1	Comment acknowledged.
345	Hillsborough-Wade	Alternatives			There is no good option from those presented	17	Comment acknowledged.
352	Hillsborough-Wade	Alternatives			NCDOT please go back to the drawing board. All three options provide more harm than good. Please continue the discussion and propose other alternatives.	2	See responses to Hillsborough-Wade Common Comments #1 and #6.
365	Hillsborough-Wade	Alternatives			I am against this construction but I prefer option C	0	Comment acknowledged.
371	Hillsborough-Wade	Alternatives			Why are you asking me to vote on one of your 3 plans when they are all unacceptable!!	24	Comment acknowledged.
391	Hillsborough-Wade	Alternatives			I like the two flyover solution because I live off the Melbourne road exit and it provides the most throughput to/from I40 so getting to the airport and RTP would be easier. Thanks!	0	Comment acknowledged.
392	Hillsborough-Wade	Alternatives			B - better traffic pattern	0	Comment acknowledged.
393	Hillsborough-Wade	Alternatives			Alternative B seems the most logical.	0	Comment acknowledged.
394	Hillsborough-Wade	Alternatives			Two flyovers seem the best solution given what I experience with traffic. The cost difference between the most and least expensive solutions is about 5% so the distinction is irrelevant. Build it right the first time and be done.	0	Comment acknowledged.
397	Hillsborough-Wade	Alternatives			Prefer Alternative C in order to minimize impacts to Meredith College. Flyovers at this location are definitely not the right solution.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
1150	Hillsborough-Wade	Alternatives			I think you have used great foresight for the future of the citizens of Raleigh/Cary and Wake County. This is a large city now and we need major road improvements. The 2 flyover allows for maximum movement of traffic now and into the future. You need to plan for 50 years. I'm sorry that Meredith and NCSU faculty has to be impacted but it is unavoidable. They both have seen this coming for at least 20 years and should have planned for it. I have lived in Raleigh/Cary since 1974 so these are not flight by night comments. Please move forward with the 2 flyover plan as it is desperately needed. For the record I am a graduate of NCSU class of 1978 in civil engineering and do not work for DOT and never have.	0	Comment acknowledged.
2017	Hillsborough-Wade	Alternatives			Not very good alternatives compared to other interchanges.	2	See responses to Hillsborough-Wade Common Comments #1 and #6.
2104	Hillsborough-Wade	Alternatives			NONE of the Alternates are acceptable!	13	Comment acknowledged.
2132	Hillsborough-Wade	Alternatives			Please go back to the drawing board! These options are overly invasive and will change the face and future of a historic college.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
2151	Hillsborough-Wade	Alternatives			None of these alternatives are viable options worth the impacts and resources they will displace.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2324	Hillsborough-Wade	Alternatives			Please consider other options	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
2330	Hillsborough-Wade	Alternatives			On one flyover vs. two flyovers: The one-flyover design requires NB traffic coming off the Beltline to make a loop to get onto westbound Wade. Any time a vehicle needs to transit a loop, it adds 30 to 45 seconds to the travel time. Consider how much time the 2-flyover approach will save drivers, vs. the 1-flyover design. The time savings easily outweigh the estimated \$800K extra cost.	1	The loop in the One Flyover design provides more distance for traffic from the loop to merge into Wade Ave before traffic from westbound I-440 to westbound Wade Ave begins to merge in from their ramp. Differences in time savings between the two Detailed Study Alternatives would be minor.
2398	Hillsborough-Wade	Alternatives			The sheer number of people, jobs and livelihoods affected such cause pause. Please reconsider this option altogether.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
224	Hillsborough-Wade	Community Resources			Additionally, this will be so detrimental to the NC State Fair!	1	Traffic flow through the area will be maintained during construction. A goal of the project is to keep two lanes of traffic open in each direction along I-440 during construction and to maintain access at the interchanges to the greatest extent possible. Major events such as the NC State Fair will be coordinated with project construction. There is a special commitment for this, as stated on page PC-2 of the EA.
243	Hillsborough-Wade	Community Resources			Doing business with local firms along the corridor. (not "shopping") Visiting events at NCSU, Meredith, NCMA, parks, etc.	0	The proposed project will result in improved traffic flow, making it more efficient to access destinations along the corridor.
349	Hillsborough-Wade	Cost/Funding			Way way way way too much cost and impact on the surrounding areas, and for what long-term benefit?	3	See responses to Hillsborough-Wade Common Comments #1 and #6. The long-term benefit is improved traffic flow, upgraded interchange designs, and improved pavement and structure conditions.
227	Hillsborough-Wade	Design	Eliminate Hillsborough interchange		<p>just read through some comments. I think we SHOULD eliminate the Hillsborough street exit completely. you are trying to improve an interchange that shouldnt be there in the first place.</p> <p>By making the interchange on Hillsborough street "better", you are in effect increasing exponentially the traffic on Hillsborough street during fairs, games and concerts. You will then need to widen hillsborough street from the exit to Blue Ridge. Where does this folly end?</p> <p>Improve the Blue Ridge Road exit so that it can better handle the fair and concert traffic. Promote the Edwards Mill Rd exit as a viable alternative.</p> <p>CLOSE the Hillsborough Street exit, period.</p> <p>For those planning to get on Hillsborough street to get to Meredith and NCSU, they can take Edwards Mill Rd.</p>	1	See response to Hillsborough-Wade Common Comment #10. There is another project programmed by NCDOT (Project U-4437) to grade separate Blue Ridge Rd under Hillsborough St, the railroad tracks and Beryl Rd to improve traffic operations at this intersection. The I-440 project and Project U-4437 will be let to the same design-build team so that traffic control is coordinated during construction.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
233	Hillsborough-Wade	Design			Just add one lane beside the existing lanes on each side and minimum adjustment to the on/off ramps--Do No Harm!	1	Adding one lane in each direction and retaining the existing configurations of the interchanges are not feasible. In the existing configuration, there are weaving areas in both directions of I-440 between the Wade Ave and Hillsborough St on/off ramps that do not meet minimum recommended distances based on NCDOT and FHWA guidelines. Upgrading the on and off ramps to current design standards would result in even shorter weaving distances and would not receive FHWA approval. Weaving areas are the areas where some vehicles are trying to merge onto the freeway while others are trying to use the same lanes to move over to exit the freeway.
237	Hillsborough-Wade	Design			What about putting all these ramps up in the air? We're not LA or NYC, but we need to think beyond traditional Raleigh.	0	A flyover is proposed at the Wade Ave interchange for the movement with the projected highest traffic volumes. Building other ramps higher up would not be feasible because the ramps would still need to come down to the grades of the roadways they are connecting and there is not enough distance between Wade Ave and Hillsborough St.
253	Hillsborough-Wade	Design			Take away the parking lot of tripps restaurant. It's closed anyway	0	This location is outside the project area.
262	Hillsborough-Wade	Design			Would it be possible to close Wade Avenue and make Hillsborough the main thoroughfare into downtown?	0	Wade Ave has a high volume of existing and forecasted traffic and provides a vital link in the transportation network between I-440 and I-40. It cannot be closed at I-440.
265	Hillsborough-Wade	Design	Eliminate Hillsborough interchange		I agree. Just because fancy flyovers, etc., can be done does not mean they should be. Please simplify the plans. I also believe closing access to Hillsborough Street to/from I-440 would be a huge step forward.	0	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
271	Hillsborough-Wade	Design			Has there been consideration of staying with the existing foot print and building express lanes above. Not an uncommon or unusual plan in large cities. Less impact on land around and decreased volumes at each exit.	3	See responses to Hillsborough-Wade Common Comments #1 and #6. In the Wade Ave and Hillsborough St interchange area, the on/off ramps need to be upgraded to current NCDOT and FHWA design standards in addition to adding the extra through lane in each direction along I-440. Building the extra through lanes as express lanes above the existing roadway would not address the need to upgrade the on/off ramps, which are what cause the footprint to expand outside the existing right of way.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
276	Hillsborough-Wade	Design	Eliminate Hillsborough interchange		This is a lose-lose situation, where two long time institutions are negatively impacted on either side of the roadway in each option. Eliminating the Hillsborough St intersection should be a considered option. There has got to be a way to improve the Wade Avenue interchange without an excessive impact.	18	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
280	Hillsborough-Wade	Design	Eliminate Hillsborough interchange		<p>I LIKE THIS POINT SOMEONE POSTED. WE DO NOT EVEN NEED A HILLSBOROUGH EXIT. GET OFF NORTH OR SOUTH AND USE THE SURFACE STREETS.</p> <p>I have come around to the position that eliminating the Hillsborough interchange would be the best possible solution. It significantly reduces expenses, due to the rail corridor Wade and Western are just as convenient to access the businesses in the area, it allows for a much more efficient configuration at Wade.</p> <p>At Wade, a 3 leaf clover with a flyover and eliminating the Hillsborough intersection would resolve 95% of the negative comments on this project. If it takes another year, more study, additional hearings, coordination with local businesses and City Transportation it's worth it to examine this option further. The largest negative impacts are caused by trying to accommodate that intersection. Ironically the University Club is the primary private use between the interchange and an alternate access at Blue Ridge, and Meredith controls all the property on one side of the road up to where you would connect to Hillsborough if you were coming from Wade.</p>	2	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
288	Hillsborough-Wade	Design	Eliminate Hillsborough interchange		What if you make all Hillsborough St. traffic get to it from Blue Ridge Road from Wade or Western and just improve Blue Ridge (burying or raising the railroad tracks) into a thoroughfare/boulevard with service roads for the fairgrounds and vet school and then close the Hillsborough exit entirely and just widen 440? The taking of property from the U-Club and Meredith would then be relatively minimal. It would fit with Raleigh's bike plan as well.	14	See responses to Hillsborough-Wade Common Comments #1, #6, and #10. There is another NCDOT project programmed (Project U-4437) that will grade separate Blue Ridge Rd from Hillsborough St and the railroad tracks. The construction of this project will be awarded to the same design-build team as the I-440 to ensure proper coordination during construction.
289	Hillsborough-Wade	Design			<p>At the public meeting, a DOT official said the main driver for why the corridor is so wide here is the braided ramps. The design shows the braided ramps crossing each other with the sharpest angle possible with a conventional skewed bridge. This combined with the maximum curvature explains why the braided ramps have to be as big as they are.</p> <p>My suggestion is to redesign the braided ramps so that the lower level crosses under the upper level in a box culvert tunnel, or so that the upper level crosses over the lower level on a viaduct with straddle bents. This will allow an increased skew angle and therefore a smaller footprint.</p>	2	See responses to Hillsborough-Wade Common Comments #1 and #6.
290	Hillsborough-Wade	Design			Here is an example of tightly braided ramps using a viaduct with straddle bents on I-64 in Chesapeake, Virginia. <a href="https://goo.gl/maps/P9dUe87LT5k">https://goo.gl/maps/P9dUe87LT5k</a> Why should this sort of thing be possible in Virginia but not in North Carolina?	2	Thank you for this link. See responses to Hillsborough-Wade Common Comments #1 and #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
305	Hillsborough-Wade	Design			Leave the loop in from Wade to South bound I440. Your spending \$450,000,000 to reduce congestion, but then adding a light on a open road stretch of highway. That's just stupid.	2	The traffic signal is needed to eliminate the back-to-back loop ramps that would occur along westbound I-440 if the loop ramp from westbound Wade Ave to westbound I-440 was retained. The proposed design will operate more efficiently overall.
306	Hillsborough-Wade	Design			Getting rid of the southbound on-ramp at Wade Avenue and replacing it with a left-turn stoplight is a recipe for disaster given how much traffic already crowds that are during rush hour. Plus, it's wholly at odds with the traffic-calming measures (i.e. roundabouts) being installed along Hillsborough. We want fewer lights, not more.	4	See response to Comment #305 under Topic1-Design.
308	Hillsborough-Wade	Design			Build the interchange that is best for handling FUTURE traffic growth. My opinion is that the intersection should be a complete flyover/stack interchange. Loops impede traffic flow more than flyovers, and any traffic lights will slow down traffic.	1	The proposed alternatives were developed based on traffic forecasted for the year 2035, and updated to the year 2040 in the Finding of No Significant Impact.
310	Hillsborough-Wade	Design			Very good point. NCDOT has pattern books . This plan was pulled from a rural county. Think out of your box DOT!!	10	See responses to Hillsborough-Wade Common Comments #1 and #6.
311	Hillsborough-Wade	Design			Great idea I had the same thought. DOT took the easiest plan, just spread out! Going vertical is a great idea	1	See responses to Comment #237 and Comment #271 under Topic1-Design.
317	Hillsborough-Wade	Design			GO UP!! Do a double-Decker freeway through here--- it works in San Francisco and other parts of the country.	5	See responses to Comment #237 and Comment #271 under Topic1-Design.
331	Hillsborough-Wade	Design			Would it be possible to minimize impact in areas of limited right of way by "stacking" the northbound and southbound lanes on top of each other with an elevated road? I know it would be expensive, but so would all the acquisitions needed for the current plans.	1	See responses to Comment #237 and Comment #271 under Topic1-Design.
332	Hillsborough-Wade	Design			I have lived in Raleigh all my life. The traffic flow from Hillsborough Street and Western Blvd to I-440 has always been habitually unsafe and poorly designed. Particularly for commuters, NC fair season, University game days and concert venues. Yet Universities and private businesses continue to build up in these areas creating a squeeze effect for downtown Raleigh residents. These designs are long overdue and should begin immediately for the safety and survival of Raleigh. Yes, some plans may be inconvenient but they are necessary.	0	Comment acknowledged.
335	Hillsborough-Wade	Design			I 100% agree with your assessment. The proposed plans are ridiculous.	0	Comment acknowledged.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
360	Hillsborough-Wade	Design	Eliminate Hillsborough interchange		<p>Move the pedestrian bridge. Shift the Outer 440 to Wade west ramp on to the Museum property. Add back the circular onramp from Wade west to I440 south. This allows you to A) Keep from adding the left turn light at Wade. B) Shift the Wade East to I440 South ramp further away from the University Club avoiding conflicts. C) Keep free flowing movement from Wade west to I440 South. How did this option not even make it in to one of the alternates? Is it because the Ped bridge and Museum are public?</p> <p>Adding another light to Wade Avenue is just not a good idea. It's a crutch to keep away from the Ped Bridge and it really feels like a temporary solution that will last until traffic gets so bad that there's not choice but to move the bridge. A project of this magnitude can't let a pedestrian bridge be a constraint that dictates traffic flow.</p> <p>I'm all for eliminating the I440 to Hillsborough ramps but if you have to have them, why can't you pull in the Hillsborough to Inner I440 onramp on the "slight detour" plan to minimize the impacts to Meredith? Why not make some of the changes now and work with the stakeholders rather than leaving it for a design-build process later? By coming up with a 4th alternative NCDOT could show that they're responsive to public comment. It can't hurt to take another look at this thing and at least try to respond to some of the public outcry.</p>	10	<p>Adding back the loop ramp from westbound Wade Ave to westbound I-440 would create back to back loop ramps in the I-440 westbound direction. A similar configuration was evaluated as the Collector-Distributor Weave and Braid (Page 2-14 of the EA). This concept was eliminated from further study because it was the least effective from a traffic operations perspective. Also, it should be noted that providing sufficient weaving distance between the back to back loop ramps would push the loop ramps farther out, increasing right of way impacts.</p> <p>The addition of the traffic signal on eastbound Wade Avenue is not projected to create adverse traffic operations on Wade Avenue, just different operations. The traffic operations are based on a computer model (VISSIM) of the entire corridor, including this interchange and all the interactions between the through lanes and ramps and interactions with adjacent interchanges. The VISSIM model indicates that traffic operations overall with the new traffic signal on eastbound Wade Avenue would not back up eastbound Wade Avenue.</p> <p>See responses to Hillsborough-Wade Common Comments #1, #6, and #10.</p>
370	Hillsborough-Wade	Design			<p>How do I get from Hillsborough to 440 E/1N ? I think it would be possible to have one of the left turn lanes on to Wade/40W go straight so you can do this. This has the least impact on Meredith.</p>	0	<p>In the Slight Detour Alternative assumed to be referenced in this comment, traffic from Hillsborough St heading to eastbound I-440 would travel to the signal at Wade Ave, and then will be able to continue straight to the on-ramp.</p>
375	Hillsborough-Wade	Design			<p>I find all three plans totally unacceptable. It is truly unconscionable to appropriate so much of the relatively small amount of land owned by Meredith College to this road project. It is obvious that the portion of I-440 being considered needs some revision, but surely the engineers and planners at DOT can come up with a good plan that doesn't do so much damage to the campus of one of Raleigh's crown jewels. It appears to me that a cloverleaf circle could be added in the SE quadrant of Alternative C which would eliminate the need for the much larger exit path off Wade Ave Eastbound.</p>	1	<p>See responses to Hillsborough-Wade Common Comments #1 and #6 at the beginning of this section. The flyover ramp from eastbound Wade Ave to eastbound I-440 is projected to carry more than 2,600 vehicles in the peak hour by 2035. A loop ramp could not carry this high volume of traffic as efficiently. Adding this loop ramp back into the interchange design would create back to back loop ramps along eastbound Wade Ave, where the projected high traffic volumes and short weaving distance between the loop ramps would cause this type of configuration to operate inefficiently.</p>

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
400	Hillsborough-Wade	Design			The best option for Meredith College would seem to be Alternative C, BUT the flyover seems unnecessarily large and too impactful to Meredith's campus. I would like to see the flyover for Alternative C redrawn to be smaller, like the flyover pictured in Alternative B. The loop to exit 440 onto Wade Ave west (immediately after crossing Wade Ave) is unnecessary with Alternative C. Those who want to exit 440 and travel west on Wade Ave should take the exit south of Hillsborough and use the slight detour route and turn left onto Wade to head west. If the above mentioned loop east of 440 and north of Wade is removed there is no reason the flyover can't be the smaller version pictured in Alternative B.	1	The flyover ramp as designed in the Slight Detour Alternative (Alternative C) has a reduced design speed of 45 mph, which dictates the radius of the loop ramp. The vertical clearance requirements to get the loop ramp over other roadways, and the need to merge with other ramps also influence the location of the ramp. Because of these factors, the loop ramp cannot be shifted away from the Meredith College campus. The loop ramp from eastbound I-440 to westbound Wade Ave is needed because of projected traffic volumes. If these vehicles were routed as suggested in the comment, they would be making a left turn onto Wade Ave and would cause the signalized intersection at Wade Ave to be over-capacity.
1091	Hillsborough-Wade	Design			<p>All of these options are horrendous. Accessing 440 from Wade as opposed to Hillsborough is not inconvenient enough to justify the additional ramps and right of way impacts.</p> <p>The four-clover design of the wade interchange works as it should already. Widening 440 to 6 lanes in this area will significantly improve the flow of traffic, but the ramps seem to cause more social and environmental harm to the city than they are worth.</p>	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2007	Hillsborough-Wade	Design			<p>This oldest section of the beltline around Raleigh does need widening and updating given the bottleneck that only two lanes creates. As someone who has driven on this section of roadway for roughly 30 years I am very familiar with the various intersections throughout this stretch of roadway.</p> <p>This is a very established section of Raleigh with pre-existing residences, businesses, a community center, Meredith College, NC State, and NCSU University club, etc the impact on all of these must be minimized. I've also been fortunate to experience firsthand how other major urban / metropolitan area (San Francisco and New York among others) areas where I've lived and worked at times HAVE managed to solve these types of problems while minimizing impact on surrounding properties. Interstates in the mountains also have similar space constraints given the inherent challenges of the topography that they are built on.</p> <p>A very real impact of the proposed designs is the significant amount of time and effort that residents of Raleigh and Cary have had to put in to understand the impact of these designs, provide feedback, attend public meetings, etc. This could have been avoided through better designs to begin with for these two interchanges.</p> <p>The following suggestions would significantly tighten the overall footprint and impact of proposed changes to the Wade Avenue and Hillsborough Street interchanges</p> <ol style="list-style-type: none"> <li>1.The overall design and footprint of this highway should be built to standards that reflect the urban environment it is running through and should follow the existing footprint as tightly as possible. The current proposals are all ones that would be acceptable in a "greenfield" situation for brand new interstates but really are not a good fit for this project which is an existing highway through an established urban area.</li> <li>2.Eliminate the landscaped median for this section of I440</li> <li>3.The center of this widened highway should stay where it now is to minimize impact on Meredith College and the NCSU University Club</li> <li>4.Eliminate inside "breakdown" lanes for this relatively short of I440 from Wade Avenue to Western Boulevard</li> <li>5.Tighten flyovers to better use "air space" above existing through lanes instead of flaring them into adjoining property as you've currently done.</li> <li>6.If inside breakdown lanes are created THEN consider implementing "through lanes" / "express lanes" for one or two lanes of traffic for the entire length of I440 from Wade Avenue to just after Jones Franklin Road, this will separate "faster" through traffic from "slower" traffic that is merging onto and exiting the highway resulting in better travel times for through traffic while providing a dedicated lane for merging traffic. NOTE - the physical feature separating these lanes should not be significant in size (i.e curb height) so emergency vehicles can drive over it as needed (for example I78 through Newark, NJ)</li> <li>7.Given the impact of the changes to the Wade Avenue and Hillsborough Street interchanges on Meredith College and the NCSU University Club; coupled with the high volume of negative public feedback, an additional public meeting and additional feedback period should be held to review revised</li> </ol>	0	<ol style="list-style-type: none"> <li>1. See responses to Hillsborough-Wade Common Comments #1 and #6.</li> <li>2. There is no landscaped median for this section of I-440. The median is proposed to be a standard concrete barrier.</li> <li>3. The center of the mainlines of I-440 is shifted in the Wade Ave and Hillsborough St area so that traffic flow along I-440 can be maintained during construction.</li> <li>4. The proposed inside shoulder of I-440 is 12 feet wide, which is the standard shoulder width for an interstate type facility. Reduced inside shoulder widths will be considered during final design.</li> <li>5. The flyover ramp from eastbound Wade Ave to eastbound I-440 already has a reduced design speed of 45 mph and a maximum gradient.</li> <li>6. Making the third lane of travel for each direction of I-440 a separated express lane would require additional right of way.</li> <li>7. The Preferred Alternative will be available for review with this document on the project website. If the design-build team proposes a substantially different design, this would be presented for public review prior to construction.</li> </ol>
2107	Hillsborough-Wade	Design			<p>No flyovers, this is not Houston, TX...we are not that large of a city, we already funded a second beltline because our one was deemed inadequate. Do not take this land for a few drivers, it is a short sighted mistake...improvements to traffic lie in grid systems and better public transportation, including pedestrian options and bike options. Our city is becoming more dense inside the beltline....can we please keep flyovers and expansion of the beltline off the table.</p>	1	<p>The flyover proposed for the ramp from eastbound Wade Ave to eastbound I-440 is needed to carry the high volumes of traffic projects for this movement. See responses to Hillsborough-Wade Common Comments #1 and #6.</p>
2108	Hillsborough-Wade	Design			<p>No flyovers!</p>	1	<p>The flyover proposed for the ramp from eastbound Wade Ave to eastbound I-440 is needed to carry the high volumes of traffic projects for this movement. See responses to Hillsborough-Wade Common Comments #1 and #6.</p>

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2448	Hillsborough-Wade	Design	Eliminate Hillsborough interchange		None of the options are good. All 3 have a major negative impact on the University club which is a community resource and recruitment tool for NCSU and local business, a community facility used for training, commerce and entertainment and not a private club. DOT should close the Hillsborough St Intersection and upgrade the Blue Ridge interchange on Wade, the intersection at Hillsborough and Blue Ridge and grade separate the railroad tracks at Blue Ridge as a viable alternative. Also NCDOT should loosen their own restrictions and reduce right away and build walls to save as much land as possible for University Club and Meredith College.	10	See responses to Hillsborough-Wade Common Comments #1, #6, and #10. There is a separate funded project (NCDOT Project U-4437) to grade-separate Blue Ridge Rd under Hillsborough St and the railroad tracks.
226	Hillsborough-Wade	Eliminate Hillsborough interchange			After reading comments and suggestions posted here I have to agree that entirely eliminating the exit at Hillsborough St. is a good idea.	0	See response to Hillsborough-Wade Common Comment #10.
229	Hillsborough-Wade	Eliminate Hillsborough interchange			Is the Hillsborough St interchange really needed. The traffic using these exits and entrances seems light.	6	See response to Hillsborough-Wade Common Comment #10.
234	Hillsborough-Wade	Eliminate Hillsborough interchange			eliminate the Hillsboro Street interchange. Drivers can exit onto Wade to Blue Ridge or Faircloth or Go to Western Blvd. The improvements to those interchanges can handle the extra traffic.	15	See response to Hillsborough-Wade Common Comment #10.
245	Hillsborough-Wade	Eliminate Hillsborough interchange			Eliminate the Hillsborough exit on 440	1	See response to Hillsborough-Wade Common Comment #10.
248	Hillsborough-Wade	Eliminate Hillsborough interchange			Another vote for eliminating the Hillsborough St exit entirely. You've already destroyed its use as a through street into town with the one lane traffic and circles everywhere. If it doesn't want to be used as a major road, don't bother dumping 440 onto it.	95	See response to Hillsborough-Wade Common Comment #10.
250	Hillsborough-Wade	Eliminate Hillsborough interchange			Please eliminate the Hillsborough-Wade Interchange.	1	See response to Hillsborough-Wade Common Comment #10.
251	Hillsborough-Wade	Eliminate Hillsborough interchange	Eliminate Hillsborough interchange		COMPLETELY AGREE!	27	See response to Hillsborough-Wade Common Comment #10.

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257	Hillsborough-Wade	Eliminate Hillsborough interchange			The best possible solution to this would be to just close off that ramp that leads to Hillsborough street (exit 3). I frequently take I440 to get to Meredith College and it is both easier and safer to just take it until it turns into Wade Avenue. Then they can take Faircloth street and turn left/right onto hillsborough. This is the safest option and makes the most sense. It saves money and is the most environmentally friendly option.	1	See response to Hillsborough-Wade Common Comment #10.
261	Hillsborough-Wade	Eliminate Hillsborough interchange			This is the best idea I have heard yet. Please revisit this plan and see if eliminating the Hillsborough St exit is viable.	2	See response to Hillsborough-Wade Common Comment #10.
267	Hillsborough-Wade	Eliminate Hillsborough interchange			I agree with this. Get rid of Hillsborough street exit entirely. It is no longer a corridor into down town due to traffic calming measures near NC State and there are existing exits off of Wade to fairgrounds and Carter-Finley Stadium.	8	See response to Hillsborough-Wade Common Comment #10.
270	Hillsborough-Wade	Eliminate Hillsborough interchange			Why not eliminate Hillsborough street access and widen Faircloth and Blue Ridge. There are too many access points to the belt line between Wade and Cary.	10	See response to Hillsborough-Wade Common Comment #10.
272	Hillsborough-Wade	Eliminate Hillsborough interchange			Please eliminate the Hillsborough-Wade Interchange.	32	See response to Hillsborough-Wade Common Comment #10.
283	Hillsborough-Wade	Eliminate Hillsborough interchange			Has there been a study conducted to determine the impact of removing the Hillsborough St. exit completely? It seems like an awful lot of expense, ROW acquisition, and complication added to this extremely congested area. Hillsborough St. has been transformed around campus into a destination and not a thoroughfare. Can traffic from the Hillsborough St. area or the fairgrounds be routed to the wade ave. and western blvd. interchanges via Faircloth/Gorman or Blue Ridge Roads?	38	See response to Hillsborough-Wade Common Comment #10.
294	Hillsborough-Wade	Eliminate Hillsborough interchange			During the public meeting when they were presenting the options for this interchange, I leaned over to my wife and said they should close the Hillsborough St. intersection. There has been a lot of discussion on other forums along these lines and I hope those comments are making it here. I agree with others who suggest closing the Hillsborough St interchange.	1	See response to Hillsborough-Wade Common Comment #10.
295	Hillsborough-Wade	Eliminate Hillsborough interchange			Given the other changes taking place along Hillsborough spending this much money and causing this much disruption to improve the I-440 interchange with Hillsborough seems inappropriate. Has any analysis been done about the impacts that would occurred if this intersection is removed?	1	See response to Hillsborough-Wade Common Comment #10.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
296	Hillsborough-Wade	Eliminate Hillsborough interchange	Meredith College	University Club	Eliminate ramps onto and off of Hillsborough Street. It is no longer a road for heavy traffic. Wade Avenue and Western Boulevard can carry the traffic much better than Hillsborough Street. It's the best idea for saving money and protecting Meredith College and the N.C. State University Club. The impacts on too great. There are far too many red marks on all of these options.	1	See response to Hillsborough-Wade Common Comment #10.
303	Hillsborough-Wade	Eliminate Hillsborough interchange			Please rethink this. Do we really need those exits?	0	See response to Hillsborough-Wade Common Comment #10.
304	Hillsborough-Wade	Eliminate Hillsborough interchange			The City of Raleigh is quickly changing Hillsborough Street into a NON-commuting route. as such, has anyone even considered having no beltline access to Hillsborough? coming down Wade, you can use Blue Ridge Rd to get to Hillsborough if desired. inside the Beltline, you can use Faircloth/Gorman to get to Hillsborough Street. both of those alternatives are only 1/4 mile from the Beltline - that is, they are VERY closeby.	1	See response to Hillsborough-Wade Common Comment #10.
313	Hillsborough-Wade	Eliminate Hillsborough interchange	Other		Eliminate either the Hillsboro or Western interchanges	3	See response to Hillsborough-Wade Common Comment #10. Also, Western Blvd is a major arterial leading into downtown from the west and access to I-440 at Western Blvd is an important piece of the regional transportation network.
314	Hillsborough-Wade	Eliminate Hillsborough interchange			agree x 100	28	See response to Hillsborough-Wade Common Comment #10.
315	Hillsborough-Wade	Eliminate Hillsborough interchange			Certainly agree and posted a more complete argument for it. Did DOT ever consider this alternative and do a complete study of it.	18	See response to Hillsborough-Wade Common Comment #10.
316	Hillsborough-Wade	Eliminate Hillsborough interchange			Agree!!!	7	See response to Hillsborough-Wade Common Comment #10.
318	Hillsborough-Wade	Eliminate Hillsborough interchange			The impact on the areas around these interchanges is too drastic. I agree that eliminating the Hillsborough interchange should be considered.	0	See response to Hillsborough-Wade Common Comment #10.
329	Hillsborough-Wade	Eliminate Hillsborough interchange			Seems to me that the best solution is to eliminate this interchange. Part of the problem, I think, is that there are too many exits from 440 so close together.	0	See response to Hillsborough-Wade Common Comment #10.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
333	Hillsborough-Wade	Eliminate Hillsborough interchange			to be honest, get rid of the interchange at hillsborough, and both state and meredith properties would be minimally impacted. or allow only partial ramps off of I-440 onto hillsborough but not from Hillsborough onto I-440. this could help so much in my opinion. The threat of losses, need for compensation, noise pollution closer to the campuses, the need for safety barriers, conservation of history land is just too great to consider any of these options.	0	See responses to Hillsborough-Wade Common Comments #1 #6, #10, #11.
337	Hillsborough-Wade	Eliminate Hillsborough interchange			Close interchange altogether	0	See response to Hillsborough-Wade Common Comment #10.
341	Hillsborough-Wade	Eliminate Hillsborough interchange			I also agree that closing the Hillsboro I440 intersection entirely makes a lot of sense. Intersections at Wade Avenue and Western should be adequate.	1	See response to Hillsborough-Wade Common Comment #10.
343	Hillsborough-Wade	Eliminate Hillsborough interchange			Agree -Hillsborough St is a nightmare now	7	See response to Hillsborough-Wade Common Comment #10.
354	Hillsborough-Wade	Eliminate Hillsborough interchange			The best option is to remove access to I-440 from Hillsborough Street and to remove access to Hillsborough Street from I-440. The city has been in the process of making Hillsborough Street a non- thoroughfare for years by reducing it to two lanes from four. Removing I-440 access should help that effort and would be significantly less expensive than any of the options being proposed.	3	See response to Hillsborough-Wade Common Comment #10.
355	Hillsborough-Wade	Eliminate Hillsborough interchange			Please give due consideration to eliminating the Hillsborough St exit completely....thank you	1	See response to Hillsborough-Wade Common Comment #10.
356	Hillsborough-Wade	Eliminate Hillsborough interchange			Consider eliminating the Hillsborough exit altogether - and route via Wade or Western with surface street: It has been done in other places such as Atlanta....	18	See response to Hillsborough-Wade Common Comment #10.



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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
357	Hillsborough-Wade	Eliminate Hillsborough interchange	Design		<p>I have come around to the position that eliminating the Hillsborough interchange would be the best possible solution. It significantly reduces expenses, due to the rail corridor Wade and Western are just as convenient to access the businesses in the area, it allows for a much more efficient configuration at Wade, and it contributes to the calming that the City is currently doing on Hillsborough.</p> <p>Adding a left over to Wade Avenue outside of the beltline is not a good idea. I can't remember a DOT or road improvement idea I've agreed with less.</p> <p>At Wade, a 3 leaf clover with a flyover and eliminating the Hillsborough intersection would resolve 95% of the negative comments on this project. If it takes another year, more study, additional hearings, coordination with local businesses and City Transportation it's worth it to examine this option further. The largest negative impacts are caused by trying to accommodate that intersection. Ironically the University Club is the primary private use between the interchange and an alternate access at Blue Ridge, and Meredith controls all the property on one side of the road up to where you would connect to Hillsborough if you were coming from Wade. This really should be given further thought.</p>	6	<p>See response to Hillsborough-Wade Common Comment #10 in regards to eliminating the Hillsborough St interchange. The comment suggests loop ramps in three of the four quadrants. This would create back-to-back loop ramps on westbound I-440 and back-to-back loop ramps on westbound Wade Ave. Forecast traffic volumes in this interchange area are too high for back-to-back loop ramps to be efficient.</p> <p>One of the initial alternatives studied for this area was the Collector-Distributor Weave and Braid Alternative (see page 2-14 of the EA), which has back-to-back loop ramps on a collector road along westbound I-440. This alternative was the least effective from a traffic operations perspective of the five designs initially evaluated because the weaving distances between the back-to-back loops do not allow sufficient room to weave, which slows traffic.</p>
358	Hillsborough-Wade	Eliminate Hillsborough interchange			<p>Eliminate the Hillsborough/440 interchange completely, with Wade and Western 440 interchanges and access to this area from Blue Ridge and Gorman, it's just not needed. not needed. This is consistent with City of Raleigh road "diet" plans for Hillsborough, which includes encouraging traffic to take routes other than Hillsborough. Also better for Meredith College, NC State University Club, and affected businesses accessed by Hillsborough.</p>	4	<p>See response to Hillsborough-Wade Common Comment #10.</p>
364	Hillsborough-Wade	Eliminate Hillsborough interchange			<p>I propose you eliminate the hillsborough street interchange. The conditions in the future will be poor no matter what as this area will be more urban and highly congested. There is no way to move the ramps at Hillsborough Street to the south due to the railroad tracks. Leaving them to the north requires the wide ramps. I propose that instead the hillsborough street interchange be removed. This will reduce impacts to the Universities and take advantage of the surrounding roadway network to distribute traffic. This will also improve the pedestrian experience on Hillsboro street and make NCSU a more vibrant area.</p>	0	<p>See responses to Hillsborough-Wade Common Comments #1, #6, and #10.</p>
373	Hillsborough-Wade	Eliminate Hillsborough interchange	Design		<p>I would suggest either tightening the braided ramps or eliminating the hillsborough interchange altogether to lessen the impact on Meredith College and allow the two flyover alternative to work.</p>	1	<p>See responses to Hillsborough-Wade Common Comment #1 and #10.</p>

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
953	Hillsborough-Wade	Eliminate Hillsborough Interchange	Design		Meredith College should not have to suffer with the destruction of one-fifth of its land because the NCDOT and City of Raleigh want to improve the traffic flow. A Historic 126 year old campus that has been a supporter of the Raleigh community and a good neighbor to the City of Raleigh should not have its campus reduced to appease those who have no stake or interest in the beauty or history of this institution. The construction no matter what option is selected will have a negative impact on the growth of Meredith. The college will not be able to expand and grow to accommodate the growth of students at the Undergraduate and Graduate Program level. I sincerely request NCDOT review their plans and provide an option such as previously suggested: using a diverging diamond at Wade and eliminating the access roads running parallel to I-440 should be your priority or if need be, close the interchange at Hillsborough Street. Meredith College should be allowed to continue to grow and be the amazing woman's college that it is and not succumb to anything less just to improve a traffic flow problem. Please reconsider taking any land away from Meredith College, our future is at stake!	3	See responses to Hillsborough-Wade Common Comments #6, #9 and #10. A diverging diamond (double crossover diamond) interchange at the Wade Ave interchange could not process the traffic volumes forecast for 2035 for the flyover ramp from eastbound Wade Ave to eastbound I-440 (more than 2,600 vehicles in the peak hour). Design-build teams will be encouraged to propose innovative interchange designs that reduce impacts, while still improving traffic operations.
979	Hillsborough-Wade	Eliminate Hillsborough interchange			All the options have a unrealistic and unacceptable impact to the University Club and Meredith College. ELIMINATE THE HILLSBOROUGH STREET EXIT ENTIRELY! Blue Ridge Road should be the access road from Wade to Hillsborough St (eliminating the service road and that idiotic traffic light for westbound wade ave).	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1911	Hillsborough-Wade	Eliminate Hillsborough interchange			The whole project looks like a real boondoogle and colossal waste of taxpayer money and more cost to Meredith and the University Club. The simple and least costly option would be to close the Hillsborough St. exits and entrances allowing a simple and less expensive widening of 440. That would certainly provide smoother and less dangerous traffic flow throughout the intersection. All options still include complicated merges at this intersection. The project makes no sense due to the competing project to quiet Hillsborough Street. There are already long lines on Hillsborough at the narrowing at the intersection of Faircloth/Gorman and there are long lines at the Blue Ridge intersection. The flyover and detour plans would only increase the traffic flow on an already crowded Hillsborough Street. In essence the proposed plans create paths to even more congestion on Hillsborough Street and may create more rather than less bottlenecks on 440/wade intersection. There are already many alternative routes to reach all destinations on or near this intersection many of which are not fully utilized. The closing of the Hillsborough Street exits to 440 would simply and efficiently distribute this traffic flow. It is unclear if this simple alternative was ever seriously considered.	18	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
2210	Hillsborough-Wade	Eliminate Hillsborough interchange			Over the last several years, modifications have been made to reduce traffic on Hillsborough between 440 and downtown. Continue this process by eliminating the Hillsborough interchange. This will also reduce the impact on Meredith and the University Club.	0	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.

### On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2259	Hillsborough-Wade	Eliminate Hillsborough interchange			Do away with access to 440 from Hillsborough	0	See response to Hillsborough-Wade Common Comment #10.
2287	Hillsborough-Wade	Eliminate Hillsborough interchange			Eliminate this entrance to 440. If needed, make Wade ave handle more traffic.	0	See response to Hillsborough-Wade Common Comment #10.
2339	Hillsborough-Wade	Eliminate Hillsborough interchange	Public transit		<p>None of the options are attractive. The spaghetti junction that is proposed does not strike me as helping and its complication would not seem to improve traffic flow. Seems like road engineers gone wild. Who really believes that having a light coming into town on Wade Ave BEFORE 440 interchange is a good idea?? Are you kidding me - Have you seen how congested that stretch is every weekday. The impact on both the University Club (likely to kill the Club) and Meredith (changes their entire growth plan) is unacceptable. There has to be a better way! Things to consider:</p> <ul style="list-style-type: none"> <li>- Elimination of the Hillsborough Street interchange. Tens of millions of dollars in project costs would be saved related to reduced construction costs and right of way acquisition costs. The negative impacts on the University Club and Meredith College would be almost entirely eliminated, potentially saving the existence of the University Club. I think your objective is better and safer traffic flow and no doubt the much simpler traffic patterns would provide that. All the flyovers, distributor and collector lane mess would be eliminated. Eliminating the complexity has to improve driver safety.</li> <li>- Use the money saved to help support a light rail system. We have to do that in the long run to keep Raleigh the attractive city that it is. Incorporate this into your plans. You say you are planning for the period up to 2035; light rail down this corridor has to be a part of that. My understanding is that the elimination of the Hillsborough Street interchange would also provide for considering an alternative design concept for Hillsborough Street itself, as advocated by the City of Raleigh. I believe the City prefers a lower speed limit, better pedestrian access, and a multi-use path to the fairgrounds.</li> </ul>	4	See responses to Hillsborough-Wade Common Comments #1, #6, #10, and #13. A segment of multi-use path will be constructed through the Hillsborough St interchange area as part of the project.
2481	Hillsborough-Wade	Eliminate Hillsborough Interchange			Please eliminate the Hillsborough-Wade Interchange. It takes away too much land from Meredith College.	1	See responses to Hillsborough-Wade Common Comments #6 and #10.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2529	Hillsborough-Wade	Eliminate Hillsborough interchange			This interchange definitely needs improvement because the closeness of the entrances/exits from I-440 make it difficult to merge onto the belt line at most times of the day, but especially during heavy traffic periods. I am not sure if this particular solution is the best because no alternatives are proposed. Perhaps if the ramps at Melbourne Rd were eliminated the merging traffic could be improved without a less expensive alternative. Also I believe elimination of access to Hillsborough St. should be considered. The street historically has been a primary access to downtown, but it appears that Western and Wade are more suitable and more commonly used for through traffic to Downtown from I-440.	0	See responses to Hillsborough-Wade Common Comment #10 and Melbourne Rd Common Comment #1.
2536	Hillsborough-Wade	Eliminate Hillsborough interchange			None of the proposals are acceptable. I agree with eliminating the Hillsborough Interchange.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1322	Hillsborough-Wade	Meredith College	Design		<p>I support the approach outlined by Greg Kempf in his comment at the public meeting, which involves asking for design exceptions for the turn radius on the flyovers and for the weaving lanes.</p> <p>An important point that hasn't surfaced so far is that Kempf's approach would eliminate traffic signals in the Wade-Beltline interchange. The grade crossings that are removed will decrease accidents. While it's true that the design exceptions would be likely to increase accidents, they have to be offset against the accidents that have &amp; would occur from a traffic light in the middle of a freeway interchange.</p> <p>It really seems that taking so much land for these interchanges is just being politically correct. There is a very large amount of public concern about the impacts to NCSU and Meredith, which easily justify the effort required to propose and sustain a design exception.</p>	9	See response to Hillsborough-Wade Common Comments #1 and #6. Mr. Kempf's comments are included as Speaker T-023 in the Transcripts section of comments. These transcript comments also were submitted as letter A-020 from Nicholls & Crampton on behalf of the University Club in the Agency/Organization section of comments, which is where the responses are included.
238	Hillsborough-Wade	Natural Resources			All three alternatives will remove the green forested buffers on either side of the beltline. These buffers should be replanted as part of this project. Besides its role in making the roadway more attractive, and buffering the neighboring uses from noise, light and sound pollution, these buffers are required by local zoning regulations, (Special Highway Overlay District) SHOD 1 & 2.	0	See responses to Hillsborough-Wade Common Comments #2 and #7. The highway right of way is not subject to the City of Raleigh's Uniform Development Ordinance (UDO) SHOD requirements.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1308	Hillsborough-Wade	Noise	Design	Lighting	None of these alternatives is good. Taking acres of land from Meredith, when there is no contiguous compensation is not supportable. You don't show the impact on Meredith woods, but there is considerable impact on the Art Museum corner. The existing wall you cite in your environmental impact booklet as a "model" is not built to current standards. It dips with the topography, significantly. We see vehicles over the top from our back yard. We measure 70 decibels as a constant from our back yard, and up to 95 when trucks pass. You need a more extensive noise study, at many locations with computer simulations of a double wall between LBT and Wade with 8 lanes there. I question the results of your noise study. Signage is not mentioned. I have called and e-mailed DOT many times over the past 5 years complaining that there is no sign at all--coming from Crabtree toward Wade--warning drivers that only the left two lanes are through lanes. Most wrecks are caused by people in the wrong lane. Traveling across two lanes to get to a through lane from the short LBT entrance ramp (traveling south) is almost impossible now. Many drivers just don't know which lane to be in for this stretch and DOT doesn't help. What about light pollution for all these homes along the highway? More study on this stretch--back to the drawing board is strongly recommended.	4	<p>The Traffic Noise Report prepared for the project was reviewed by NCDOT and conforms with NCDOT's noise policy and guidelines. Existing noise walls and all residences and other noise-sensitive uses in the project area were included in computer models to predict future noise levels with and without the project. The existing noise wall at Meredith Woods starts near the Lake Boone Trail on-ramp on top of a cut slope. The noise wall remains on top of the cut slope until the western end, where it transitions to the I-440 shoulder. Based on the computer modeling, the existing noise wall provides five or more decibels of noise reduction to adjacent ground floor receptors in Meredith Woods. As defined by FHWA regulations and NCDOT policy, receptors that receive a noise reduction of five or more decibels are considered to benefit from the wall. The noise wall cannot entirely eliminate the traffic noise from I-440. The I-440 Improvement Project will keep most of this noise wall intact. At the western end where it is along the existing I-440 shoulder, the wall will be relocated to the new shoulder to continue to provide noise reduction benefits.</p> <p>Regarding signing, a new signing plan for the project area will be created during the final design stage, including the area east of Wade Ave.</p>
2135	Hillsborough-Wade	Noise			Work at home, right behind the wall between LBT and Wade. LOUD!	0	There is an existing noise wall along westbound I-440 between Lake Boone Trail and Wade Ave at the Meredith Woods neighborhood. Noise walls reduce traffic noise, but do not entirely eliminate traffic noise. The portion of the existing noise wall on the cut slope would remain. The portion of the existing noise wall along the existing shoulder of I-440 would be replaced by shifting it to the new shoulder of I-440.
236	Hillsborough-Wade	Other			hard to understand	0	The alternatives for the Wade Ave and Hillsborough St interchange area are complex. Descriptions of the alternatives are available in the EA, and were available from project representatives at the Public Hearing.
279	Hillsborough-Wade	Other			You can get off the beltline and drive on Gorman to Hillsborough.	1	See response to Hillsborough-Wade Common Comment #9.
287	Hillsborough-Wade	Other			Yes!	3	Comment acknowledged.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
334	Hillsborough-Wade	Other			I completely agree.	0	Comment acknowledged.
351	Hillsborough-Wade	Other			Wrong.	0	Comment acknowledged.
353	Hillsborough-Wade	Other			Work from home; clients need to access.	0	Traffic flow through the area will be maintained during construction. A goal of the project is to keep two lanes of traffic open in each direction along I-440 during construction and to maintain access at the interchanges to the greatest extent possible.
362	Hillsborough-Wade	Other			I agree. Please reconsider.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
368	Hillsborough-Wade	Other			Those institutions all had to deal with space constraints and they did so by expanding to new campuses. Instead of shutting down every reasonable option at improving traffic flow, why doesn't Meredith look at other options for expanding.	0	See response to Hillsborough-Wade Common Comment #6.
1714	Hillsborough-Wade	Parks and greenways			Hillsborough-Wade Two Flyover option: takes too much parking space from Meredith College and will keep Reedy Creek Greenway closed for big relocation and for a long time. Reedy Creek Greenway is a critical infrastructure greenway connector for City of Raleigh - at least three major routes depend on it, including access to the pedestrian bridge over I-440.	0	See responses to Hillsborough-Wade Common Comments #6 and #12.
1949	Wade/Hillsborough	Parks and greenways			Please make greenway detours direct and convenient	0	See response to Hillsborough-Wade Common Comment #12.
299	Hillsborough-Wade	Planning			Come up with a plan that discourages driving. Leave the current structure in place.	0	The project is part of the region's 2040 Metropolitan Transportation Plan, which plans for all modes of transportation for the next 25 years. This long range plan is prepared by the Capital Area Metropolitan Planning Organization (CAMPO).
300	Hillsborough-Wade	Planning			Work together to benefit everyone	0	Chapter 4 of the EA describes the opportunities for the general public, local groups, and governmental agencies to be involved in the project, and how input was considered in studies and decisions about the project.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
301	Hillsborough-Wade	Planning			Honestly tell these construction companies to just build highways with larger roads when they first construct them. In CA, where my uncles work in the industry say that they build them with two roads first even if they know they will have to go back and in large the roads because it creates job security. To a lot of people living there very established lives this practice is a HUGE inconvenience. Just let the road be and let people deal with traffic. I bet there are a billion better ways to spend the billions of dollars that are about to be spent here. Just maintain the roads and invest else where.	1	The section of I-440 in the project area was constructed in the early 1960s, and was built to last many decades. This current project is being designed considering traffic forecasts for the year 2035, updated to the year 2040 in the Finding of No Significant Impact. The project also will improve the layout of the roadway and interchanges and fix poor conditions along this segment of I-440. Transportation investments in the area are described in the region's 2040 Metropolitan Transportation Plan, which plans for all modes of transportation through 2040. This long range plan is prepared by the Capital Area Metropolitan Planning Organization (CAMPO).
302	Hillsborough-Wade	Planning	Public transit		I agree. They should have built it right the first time. Yet construction companies want to ensure work for the future so they impose us the public with road work after the road is built. If the road is not enough. Don't widen it. There is a ton of growth in NC so how about invest in the future and instate greater public transportation like a rail system. Keep NC green. Take away roads for us to walk and bike in the open.	1	See response to Comment #301 under Topic1-Planning . See response to Hillsborough-Wade Common Comment #13.
348	Hillsborough-Wade	Right of way	Design		Throw these plans out and start over. I'd like to see an option that takes away zero land from the surrounding property owners. What is the real return on investment with taking so much land for flyovers? I'd like to see that research. That land has more value now, and only increasing, than any bit of highway in that area can provide. Let's do it better.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
980	Hillsborough-Wade	Right of way	Public transit		I do not like any of the plans. We do not need a major thoroughfare ruining Meredith College and the University Club. Those of us who live nearby chose this neighborhood because it is a quiet residential area where we can walk or hop on a bike and enjoy nature so close by. Twenty and Thirty years ago we were promised that we would have light rail by now connecting the Triangle. It is distressing to see the reality is that the people in charge now just want to build bigger highways in our front yards. I actually commute from Raleigh to Durham, and I would prefer the occasional bottleneck of traffic than a big, loud highway in my neighborhood! Please reconsider.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #13.
1800	Hillsborough-Wade	Right of way	Parks and greenways		The triangle is unique and unlike any other city in North Carolina for the amount of colleges/universities and educational programs. It would be a tremendous loss for the city to prioritize traffic over preservation. If growth and development for the city of Raleigh is the goal, depriving Meredith College, NC State and the Art Museum is not the solution.	1	See responses to Hillsborough-Wade Common Comments #1 and #6. Impacts to Museum Park were determined to not adversely impact the activities, features and attributes of the park, as described in the FONSI.
1940	Hillsborough/Wade	Right of way			As important as Meredith College is to the community, a university that barely enrolls 2,000 people should not have priority over a major thoroughfare in our growing city that will affect hundreds of thousands of people.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2355	Hillsborough-Wade	Right of way	Parks and greenways		I am someone who actually frequents the Art Museum, but if the impact on the museum needs to be greater in order for the effect on Meredith College to be lesser, that is what needs to happen. The art can be relocated and enjoyed elsewhere, but a college campus is stationary and must remain.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
255	Hillsborough-Wade	Traffic	Safety		Since hearing of this proposal, I have made it my particular mission to use these roads and accesses as much as possible for commuting to work, shopping, and to downtown events, so that I could speak from a position of knowledge. I have travelled them over 30 times at all hours, from 7:30 am through 9:00 pm, taking an effort to travel them during peak hours as much as possible. I have yet to see any sort of congestion which would necessitate these measures. When there has been any sort of traffic back-up it was not due to the configuration of the lanes or exits, but rather to one of several causes: 1. Accidents due to 2. people not driving reasonably due to 3. lack of enforcement of speed limits, passing distances, use of directionals when changing lanes, etc. Add to these causes the fact that I regularly see people texting/using cell phones without hands-free devices while driving these roads . . . In other words, with the addition of ANY consistent enforcement of traffic laws, the periodic disruption to the flow of traffic could be avoided, and disruption to Meredith College and the NC State University Club would be unnecessary.	1	The proposed project is being designed to accommodate traffic forecasted for the year 2035, updated to the year 2040 in the Finding of No Significant Impact. However, even today traffic congestion is an issue along the project corridor, as described in EA Section 1.7 - Existing and Future Traffic Conditions.
259	Hillsborough-Wade	Traffic	Planning		There is already too much traffic being directed onto Wade Avenue and it cannot be accommodated as it is. More flow should NOT be directed this way. Find another solution. Alternatives to 440 and 540 should be explored. All of these show a lack of long term planning or we would not have the traffic we currently have throughout the Raleigh area.	2	See response to Hillsborough-Wade Common Comment #13.
266	Hillsborough-Wade	Traffic			Traffic on Wade to/from I-40 (commuting to RTP) is awful. Forcing Hillsborough St traffic to pass through light at Wade is going to make it much worse. Yuck!	0	Comment acknowledged.
275	Hillsborough-Wade	Traffic			Agree- Hillsborough Street is undergoing construction non-stop that already makes traffic horrible!	12	Traffic flow through the area will be maintained during construction. A goal of the project is to keep two lanes of traffic open in each direction along I-440 during construction and to maintain access at the interchanges to the greatest extent possible.
282	Hillsborough-Wade	Traffic			Creating safe intersections that don't cause congestion should be primary deciding factor.	0	The project is designs to accommodate traffic forecasted for the year 2035, updated to the year 2040 in the Finding of No Significant Impact. The Detailed Study Alternatives would improve traffic flow along the I-440 corridor.
292	Hillsborough-Wade	Traffic			Build the alternative that will provide best level of service for the longest period of time. These institutions are adjacent to a major highway corridor, and are never happy with their neighbors or DOT. Prioritize the 34,602,000 vehicles that will pass through this area in a year. Plow on.	0	The Detailed Study Alternatives would improve traffic flow along the I-440 corridor. Also, see response to Hillsborough-Wade Common Comments #1 and #6.
307	Hillsborough-Wade	Traffic			Minimize traffic lights and maximize traffic flow. Flyovers MAXIMIZE traffic flow.	0	Comment acknowledged.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
327	Hillsborough-Wade	Traffic			There is definitely a issue with the I-440 Beltline, but the problem lies in places other than the Wade Avenue to Western Boulevard corridor pictured above. Actual traffic tie-ups and bumper-to-bumper delays occur: 1) I-440 between North Hills Drive and the I-40 exit to Durham, 2) I-440 between Western Boulevard and Tryon Road, and 3) On Wade Avenue from the Capital Boulevard exit to the I-40 exit to Durham. It looks like "Improvement Project" attention is being paid to the one area of I-440 with the fewest traffic issues.	0	There are many areas of the region that regularly experience traffic congestion, including the project segment of I-440. The purpose and need for the project is described in EA Chapter 1.
328	Hillsborough-Wade	Traffic			What ever you do - please do not remove the 440 - Hillsborough interchange. Removing that interchange will further weaken our weak street grid forcing more traffic on roads that weren't meant to handle the traffic.	0	See response to Hillsborough-Wade Common Comment #10.
1259	Hillsborough-Wade	Traffic	Public transit		I would encourage the dot to look at long term solutions that need to include more transit rather than just widening roads. A lane or two extra would be great but will it be enough? Should we impact one of the few successful women's colleges in order to alleviate the problem briefly until more cars travel that way? When they're aren't accidents the flow is not too bad and when drivers follow traffic rules and common sense it flows well. Perhaps more traffic controls so people don't try to cut onto wade at the last minute could help.	3	See response to Hillsborough-Wade Common Comment #13 regarding public transit. The proposed project is being designed to accommodate traffic forecasted for the year 2035, updated to the year 2040 in the Finding of No Significant Impact. Just adding traffic controls at the Wade Ave interchange, while possibly of some benefit, would not fix the bottleneck in the westbound direction where the number of lanes goes from three to two. It also would not fix the existing short weaving distance between the back to back loop ramps along eastbound Wade Ave, which cannot efficiently handle the traffic volumes in this direction.
1412	Hillsborough-Wade	Traffic			I have traveled these routes for many years, both as a student and as an adult in the workforce. There really isn't that severe of a need to make these drastic changes to traffic patterns. The issue is not traffic patterns, but rather poor driving. All options have too great an impact on the campus, and there isn't even a huge need for change. If the DOT feels THAT strongly about making traffic flow changes, please consider options that don't destroy a nearly 100-year-old historic campus that is still considered a home to over 20,000 alums worldwide. Destroying the campus would be a callous and unjustified act, and an unfair use of taxpayers' dollars. The same taxpayers who were/have loved ones who were educated and lived on this very campus.	3	The proposed project is being designed to accommodate traffic forecasted for the year 2035, updated to the year 2040 in the Finding of No Significant Impact. However, even today traffic congestion is an issue along the project corridor, as described in EA Section 1.7 - Existing and Future Traffic Conditions. See response to Hillsborough-Wade Common Comment #6.
1567	Hillsborough-Wade	Traffic			To reiterate what my fellow sisters have said. I see the need for updates, but I think taking land from Meredith is the wrong answer. Meredith has raised many strong women that go out and have a huge impact on the community. Not to mention the events/camps/and the choir the college hosts. I only lived on campus for a year and commuted the rest. I continue to commute for work, so I understand it can be crowded, but I think a lot of that has to do with the fact that 440 has become an alternate route due to the 40 construction. I think waiting until after the 40 plan is finished and re-surveying would be a viable option. Otherwise I think looking for solutions that would not impede Meredith's current and future students is essential.	2	See response to Hillsborough-Wade Common Comment #6. The project's purpose and need are based upon both existing and future projected traffic conditions along the corridor. Traffic forecasts for future years assume the Fortify I-40 project is complete.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1593	Hillsborough-Wade	Traffic			The DOT needs to respect and preserve Meredith college. What about adding those alternate lights when merging onto the highway at hilsborough as this is used in larger cities to help move along traffic.	1	The commenter is referring to on-ramp signals (also known as ramp meters). The first ramp meters in North Carolina were installed in 2017 along westbound I-540 at the interchanges of Falls of Neuse Rd, Six Forks Rd, Creedmoor Rd, and Leesville Rd. Ramp meters alone at Hillsborough St would not solve the design problems in this area. These could be added in the future after the project is complete if traffic conditions warrant.
1630	Hillsborough-Wade	Traffic			You must go back to the drawing board and rethink your plan. If the intention is to reduce the number of accidents at this interchange, change must happen with the drivers on this road. Better advertisement should be made to reduce accidents rather than expansion into Meredith College's historic site.	1	See the responses to Hillsborough-Wade Common Comments #1 and #6. The purpose of the project is to improve traffic flow, make the roadway operate more efficiently, and enhance mobility on this segment of I-440.
1781	Hillsborough-Wade	Traffic			The way this survey is presented leads one to think that the expansion would not directly impact the universities, however it actually does. Two office buildings, one in which I and my team work would be demolished as a result. Jones Franklin is some distance away, but the 440 W expansion to the Cary exit is the problem. Merge lanes are a consistent problem throughout our area. High traffic is also a consistent problem. While I appreciate the effort to resolve these issues, more creative thought is needed to assure that other issues don't result from the decision.	0	It is assumed the commenter is referring to the office buildings on Brickhaven Dr. These are owned by NC State University (NCSU) and would be impacted by the proposed project. NCDOT will work with NCSU on acquisition and relocation issues regarding this office space.
2251	Hillsborough-Wade	Traffic			None of these options offer positive results for the existing colleges, businesses, and neighborhoods which would all be adversely affected. These options all negatively impact the future growth of Meredith College. This is an extremely congested traffic area. Please look at stop light synchronization, reversible lanes to accommodate increased traffic flow in specific directions during high traffic times, elimination of exits. Removing acreage from Meredith College is NOT a realistic option....	1	See response to Hillsborough-Wade Common Comment #6. Existing traffic signals along the corridor (I-440 at Lake Boone Trail, Hillsborough St, Western Blvd, and Jones Franklin Rd) are part of the connected Raleigh signal system that can program the signals for coordinated timing. Any new traffic signals installed as part of the project would also be connected to the system. Reversible lanes are best suited to roadways with highly directional traffic flow, such as roadways leading to a central business district with high volume flows inward in the morning and then outward in the evening. Traffic volumes along I-440 are fairly evenly split in each direction during the peak hours (55% / 45%).

### On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2352	Hillsborough-Wade	Traffic			None of these options appear to be workable. they all look as if someone simply dumped spaghetti on the map and that's how the plan was drawn. while we need to widen that area on the beltline, I can see no reason that as much land needs to be used from Meredith College and the University Club. has a traffic count been none as to the number of cars using these ramps lately? these ramps as drawn appear to be high speed ramps. high speed entry from Hillsborough St.? Wade Ave. at the beltline is 45 MPH. and one of the "positives" of these plans is that the view from the pedestrian bridge over the road would be less impacted? the view? it's a bridge over a highway for people wo cross and I rarely see anyone on it. these plans must be drawn up by the same people who think "roundabouts" are a good idea. check the accident numbers at those. while we do need to widen the road, none of these plans work correctly. run ramp traffic counts and start over.	0	See responses to Hillsborough-Wade Common Comments #1, #2, #6, #7, and #14. The Detailed Study Alternatives were designed considering future traffic volumes.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
342	Hillsborough-Wade	Univ Club & Meredith	Alternatives		Please reconsider all options. I understand that Raleigh needs road improvements to accommodate our growing traffic, but there must be a better solution that will not harm Meredith College and University Club to such a great extent.	2	See responses to Hillsborough-Wade Common Comments #1 and #6.
1756	Hillsborough-Wade	Univ Club & Meredith	Alternatives		This needs to go back to the drawing board. The University Club will be virtually destroyed by all three options. The amount of acreage taken from Meredith will severely damage the future of one of the most vital women's colleges in the US. Both of these institutions deserve more consideration from the DOT.	10	See responses to Hillsborough-Wade Common Comments #1 and #6.
1759	Hillsborough-Wade	Univ Club & Meredith	Alternatives		When I look at these plans I wonder if the NC DOT has been in any communication with the City of Raleigh. Raleigh has always been "a city within a park" and these plans show a huge amount of paving over of green space for nothing more than on/off ramps. It looks like the 4-6 lanes widening could be done with minimal impact, but the interchange plans are disastrous to both Meredith College and the NCSU Club. Why these huge loops for Hillsborough St - a street that has been undergoing construction for 5 years to NARROW it so it is no longer a thoroughfare? And then Wade Ave, which is bearing the brunt of the huge increase in housing downtown, gets an extra stoplight? This section of the plan looks very counter to the vision that Raleigh has for itself. It's time to show some creative design and smart engineering that NCSU is so rightly known for!	45	The City of Raleigh has been involved throughout the project development process. As discussed in Section 4.5 of the Environmental Assessment (EA), Raleigh was a member of the project's Stakeholder Advisory Committee, whose members provided advice and local knowledge valuable in developing and evaluating project alternatives. In addition, NCDOT coordinated with City of Raleigh staff on parks and greenways issues. Also, see response to Hillsborough-Wade Common Comments #1 and #6.
1762	Hillsborough-Wade	Univ Club & Meredith	Alternatives	Air Quality	All options are grossly inconsiderate of surrounding community; these designs are not really up-to-date; all three are much too large and noisy and construction of any one of them will rapidly put a cloud of toxic DE-construction dust over densely populated residential Raleigh. Respect the University Club and Meredith College & challenge a creative engineering mind to solve our problems. Don't put ANY of these present designs out for bids - get us a GOOD alternative.	5	See responses to Hillsborough-Wade Common Comments #1, #2, #6, and #7. Dust suppression measures will be implemented during construction in accordance with state and local requirements.
1765	Hillsborough-Wade	Univ Club & Meredith	Alternatives		All 3 alternatives are too impactful to both Meredith College and the university club. Back to the drawing board for new options.	2	See responses to Hillsborough-Wade Common Comments #1 and #6.
1766	Hillsborough-Wade	Univ Club & Meredith	Alternatives		If the best that can be done in ALL alternatives is to destroy the University Club (practice golf course & all facilities) and severely impact Meredith College, then we need to go back to the drawing board and think outside the box. I'm stunned that a better alternative can't be found that takes less acreage. Come on DOT - you can do better than this - let your creative thinkers take a shot at this.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1767	Hillsborough-Wade	Univ Club & Meredith	Alternatives	Eliminate Hillsborough interchange	I shared my ideas above, but again, I believe the DOT needs to get some creative planners in here and think outside the box and try not to destroy the University Club and negatively impact Meredith College so much. I just have to believe there is a better way - do we need the Hillsborough Exit?	3	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1771	Hillsborough-Wade	Univ Club & Meredith	Alternatives		Please go back to the drawing board and come up with another idea! Meredith College and the University Club are already land locked and the land they have is limited. Meredith College is growing and growth means the need to develop more of the land and build more buildings. NCDOT don't take the easy route because it's the first thing you think of but think OUTSIDE of the box. Do what's right for NC, Raleigh, Meredith College, and the University Club!	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1775	Hillsborough-Wade	Univ Club & Meredith	Alternatives		There is no reason why Meredith College and the University Club should be impacted. Raleigh is a huge city and there are so many other directions we could move! Back to the drawing board!	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
1776	Hillsborough-Wade	Univ Club & Meredith	Alternatives		<p>Please NCDOT, go back to the drawing board and design a less intrusive and impactful option for lane expansion. Meredith College and The University Club are highly utilized by citizens of Raleigh. These establishments are important to our community. As a graduate of Meredith College and a current employee who works in the student apartments just yards away from where this expansion could be happening I am very concerned.</p> <p>Our student apartments are full of 250 residents each year. There is always a high demand for our living spaces with a long waiting list. The commuter parking lot was identified in 2007-2009 when the student apartments were built as a place where Meredith could eventually build phase 2 of the apartments when needed. This will not be possible if you take this space away. As I look at the maps each plan impacts the commuter lot, as well as other parts of campus. There has to be another way. Please go back and reevaluate the resources and find another solution that does not impact Meredith College.</p>	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1779	Hillsborough-Wade	Univ Club & Meredith	Alternatives		All three options impact two schools greatly. There is a need to return to the drawing board. The campus was impacted by the greenway, which is now going to be moved, and now in a landlocked situation, you are requesting land. This prevents the College from growing significantly. Future plans will be significantly affected. I am sure that engineers can think of creative ways to lessen the impact to a College campus.	1	See responses to Hillsborough-Wade Common Comments #1, #6 and #12.
1780	Hillsborough-Wade	Univ Club & Meredith	Alternatives		Continuing expansion of 440, especially at the expense of two university properties, shows a complete lack of creative vision to solve transportation needs. If the only thought to solve transportation woes is to widen existing roads/build more roads, then we lack the collective intellect we continually claim as a positive to living in RTP and Raleigh.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1783	Hillsborough-Wade	Univ Club & Meredith	Alternatives		Takes too much property away from education institutions, the University Club of NCSU and a significant portion of Meredith College's campus. Please return to the drawing board and find a way a mitigate detrimental property acquisition along the route.	21	See responses to Hillsborough-Wade Common Comments #1 and #6.
1788	Hillsborough-Wade	Univ Club & Meredith	Alternatives	Noise	All of these three proposals are land grabs that do not take the concerns of the NCSU or Meredith communities very seriously. Accident issues in the Triangle will continue to escalate because of human error. These road proposals might mitigate the problem slightly but will cause irreparable damage to the involved stakeholders. These interchanges reflect typical DOT overplanning that does not reflect anything but an over dependence on numbers. Better traffic enforcement to slow down drivers would be a cheaper solution. Also why would brick wall barriers similar to the ones near North Hills not be considered ??? What looks appropriate on paper often does not work out in practice. The issues on Hillsborough Street near NCSU prove that. This whole project needs to be reexamined in order to find a solution that has less effect on Meredith and NCSU properties.	18	See responses to Hillsborough-Wade Common Comments #1, #2, #6, and #7.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1792	Hillsborough-Wade	Univ Club & Meredith	Alternatives		Please kindly go back to the engineering design team and find better solutions which will be less destructive to Meredith College and the NCSU University Club.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1794	Hillsborough-Wade	Univ Club & Meredith	Alternatives		I don't like any of these. I can understand "some" impact to entities such as NCSU/Meredith, but these are simply too much for too little return on our way of life. There are traffic 'concerns' but they're not as great a concern to me as these designs are. I want to see other plans with smaller footprints. needs to be a compromise here. This is over-engineering at its worst.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1802	Hillsborough-Wade	Univ Club & Meredith	Alternatives		I believe all of the options are unsuitable. They have too great an impact on Meredith College and the University Club. There must be another solution that does not damage the two of these invaluable resources to our Raleigh community.	2	See responses to Hillsborough-Wade Common Comments #1 and #6.
1814	Hillsborough-Wade	Univ Club & Meredith	Alternatives		All options are too intrusive to historic Meredith College and the NCSU University Club. Please go back to the drawing board to find a better alternative.	19	See responses to Hillsborough-Wade Common Comments #1 and #6.
1817	Hillsborough-Wade	Univ Club & Meredith	Alternatives		I would like to see an alternative that did not negatively impact the University Club and Meredith College so much. There has to be a better way.	100	See responses to Hillsborough-Wade Common Comments #1 and #6.
1820	Hillsborough-Wade	Univ Club & Meredith	Alternatives		None of these three alternatives is appealing. Too much intrusion is involved for Meredith College and for the University Club. Let's go back to the drawing board.	72	See responses to Hillsborough-Wade Common Comments #1 and #6.
1825	Hillsborough-Wade	Univ Club & Meredith	Alternatives		All alternatives are undesirable and significantly damaging to both Meredith College and the University Club. Find another way!!	6	See responses to Hillsborough-Wade Common Comments #1 and #6.
1826	Hillsborough-Wade	Univ Club & Meredith	Alternatives		As a 1992 graduate of Meredith College and a member of the University Club, I'm torn between the alternatives. In my opinion none of the proposed plans are viable options. As a resident of Raleigh for nearly 20 years, I understand the need for improvement of that area of 440. As much as I appreciate the importance of Meredith College and it's impact on the lives of so many students, the University Club is not in the position to lose what little land they do have. The University Club is more than just a club for a few members, it provides services and facilities for many others. It's an affordable alternative for meetings, luncheons, wedding receptions, camps for children, and sports events for adults and children. I'm certainly no engineer, but I'm quite certain there are better solutions than the ones shown here. Please continue working on this and help save The University Club and preserve Meredith College.	3	See responses to Hillsborough-Wade Common Comments #1 and #6.
1827	Hillsborough-Wade	Univ Club & Meredith	Alternatives		It appears NCDOT has attempted to apply design criteria that would be applicable in a much more rural setting where there are not significant existing stakeholders present. These designs, while potentially favorable under certain circumstances, are not favorable or acceptable here. To simply design the demise of the University Club and harm to Meredith College reflects a failure of the NCDOT to regard any interests of the community.	2	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1828	Hillsborough-Wade	Univ Club & Meredith	Alternatives		All 3 options are bad. Destroying the NCSU University Club and such a large portion of Meredith is not acceptable. Please come up with other alternatives.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1829	Hillsborough-Wade	Univ Club & Meredith	Alternatives	Eliminate Hillsborough interchange	To protect the properties of Meredith College and the NCSU Club, please consider a different solution to the I-440 widening. removing the entry and exit ramps from I-440 at Hillsborough Street seems a reasonable solution. Let the heavy through-traffic use Wade Avenue or Western Blvd. My husband and I were involved in an accident on the 4-mile stretch under discussion, so we know the need for change. However, we strongly encourage you to find a way that protects both the land of Meredith College and of the NCSU Club, as well as the safety of citizens.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1830	Hillsborough-Wade	Univ Club & Meredith	Alternatives	Traffic	Please don't wreck the University Club, the Vet School, and Meredith College. Managing growth in Raleigh can surely be done in a way that doesn't turn two awesome Raleigh resources into roads! Surely, we have better priorities set and can figure out a way to enhance Raleigh's roads to the benefit of these two institutions. There are only 10 days out of the entire year that these roads would be even close to capacity -- the state fair in October. I think there's bias here....	1	See responses to Hillsborough-Wade Common Comments #1 and #6. Congestion problems along I-440 are discussed in Section 1.7.2 of the Environmental Assessment.
1838	Hillsborough-Wade	Univ Club & Meredith	Alternatives		All three are terrible solutions and highly impact Meredith College and NCSU. The state needs to go back to the drawing board before considering taking away land from a historic college and negatively impacting it's students.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1839	Hillsborough-Wade	Univ Club & Meredith	Alternatives	Right of way	I urge you to find a solution that has less negative impact on Meredith College and NC State. As a student of Meredith College, I dislike that all three options would impact the commuter parking lot I use every day as well as the athletic field. However, if I had to choose one of the plans, I prefer Alternative B because it would take away the least amount of land from Meredith College and would result in no residential relocations.	2	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1840	Hillsborough-Wade	Univ Club & Meredith	Alternatives	Eliminate Hillsborough interchange	<p>All of these options are completely detrimental and have far too great of an impact to both the University Club and Meredith College. These are both invaluable resources to the community. Personally, I am a member of the University Club (UClub). The proposed land that will be lost and the condition it will leave the UClub in will be absolutely devastating and will no doubt cause the UClub to close its doors.</p> <p>The UClub is not just a club, but rather a low priced community resource open to the public for weddings, banquets, meetings, associations, graduations, as well as exercise programs and children's camps etc etc.</p> <p>The loss of this club due to this expansion will greatly impact the city as a whole. Not to mention the loss of over 100 jobs, as well as a vital recreation center for so many families.</p> <p>Less invasive expansion options MUST be considered for the Hillsborough St &amp; Wade interchange!</p> <p>How about completely eliminating the Hillsborough Exit ramps all together and just widen the roads? It would solve so many of these problems and it would significantly reduces expenses as well. Hillsborough St has been undergoing construction for many years to narrow it anyways. It so it is no longer a thoroughfare demanding this much expansion!</p> <p>Please DOT, we beg and plead, you must reconsider expansion at this interchange and go back to the drawing board!</p>	2	See responses to Hillsborough-Wade Common Comments #1, #3, #6, and #10.
1841	Hillsborough-Wade	Univ Club & Meredith	Alternatives		Another comment to agree that all options impact Meredith and the University club too much. There has to be a better way.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1843	Hillsborough-Wade	Univ Club & Meredith	Alternatives		All three plans are detrimental for Meredith College and the University Club. Additional alternatives should be proposed that lessen the impact to these valuable assets to Raleigh community.	26	See responses to Hillsborough-Wade Common Comments #1 and #6.
1844	Hillsborough-Wade	Univ Club & Meredith	Alternatives	Parks and greenways	The impact of this plan not only affects Meredith College, but the entire City of Raleigh with more traffic and the possibility of more accidents along the freeway in this section. The Raleigh Greenway has already taken a portion of Meredith's campus to encourage more biking, rollerblading, walking on the trail. Additional lanes will cause more traffic, more pollution and more accidents that could affect large populations of people! Surely the engineering team can consider an alternative that has less impact on Meredith College, the NCSU University Club and the Vet School, State Fair Grounds and the Citizens of Raleigh using the Greenway.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
1845	Hillsborough-Wade	Univ Club & Meredith	Alternatives		All the options take way too much land from NCSU and Meredith. Go back to the drawing board	16	See responses to Hillsborough-Wade Common Comments #1 and #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1846	Hillsborough-Wade	Univ Club & Meredith	Alternatives		The impact to the University Club (a major pull to recruit top faculty) and Meredith College are too great. Do the traffic studies show an increase in vehicular traffic in 10 years? There must be a better alternative.	74	See responses to Hillsborough-Wade Common Comments #1 and #6. Traffic volumes in the project corridor are predicted to increase through the year 2035. Average daily traffic volumes for the year 2012 and for the year 2035 under the build project and no-build project scenarios are included in Section 1.7 and Section 2.3 of the Environmental Assessment (EA). Updates to forecasts for the year 2040 are included in the Finding of No Significant Impact (FONSI).
1847	Hillsborough-Wade	Univ Club & Meredith	Alternatives		Please consider other options that do not have such a negative effect on Meredith College and the university club	10	See responses to Hillsborough-Wade Common Comments #1 and #6.
1848	Hillsborough-Wade	Univ Club & Meredith	Alternatives	Right of way	Please find a solution that does not affect Meredith or the University Club. Meredith is a historic college and important to Raleigh. The campus is already small enough there is no need to take land away. How will the college ever expand if any of the plans are approved?	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #9.
1850	Hillsborough-Wade	Univ Club & Meredith	Alternatives		There needs to be another option that lessens the impact on Meredith College and the University Club. All of the current options would be devastating for both institutions.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1852	Hillsborough-Wade	Univ Club & Meredith	Alternatives		I no longer live in Raleigh but what happens to Meredith College and NCSU property is important to me because I have strong family ties to both and am a graduate of Meredith College. To ask Meredith to give up 13 to 20 acres of land, parking and athletic field space and space to grow would put Meredith at a severe disadvantage for it's own potential for growth in the future. In the community in which I live we are going thru some studies to look at our own transportation needs, albeit on a tiny scale compared to the needs of the Raleigh area. One thing I am learning in this process is that you cannot push for change for one part of the population, in this case vehicular traffic at the extreme detriment of another - properties such as those owned by Meredith College and NCSU. I believe that the three options you have proposed will cause a hardship to the Meredith Campus that they will simply not be able to overcome in the future. You must go back to the drawing board and find another option that does not have this type of impact on these schools. I do want to add that it is extremely surprising me that your roadway designers even considered these three options in the first place.	6	See responses to Hillsborough-Wade Common Comments #1 and #6.
1853	Hillsborough-Wade	Univ Club & Meredith	Alternatives		There has to be a better way for a highway than taking such huge chunks of land from NC State and Meredith college. It just is not right to do this in the name of "progress". I am an alumna from Meredith and it is a huge part of who I am today. To hurt this institution in this way just certainly can't be what is best for ease of travel. There have to be other options. Are we so spoiled that we can't deal with slight traffic delays that we have to totally majorly impact two of Raleigh's best assets? I think we can find smarter ways to deal with traffic issues. Thank you for your time.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1857	Hillsborough-Wade	Univ Club & Meredith	Alternatives		An alternative should be offered that does not have a negative impact on the University Club and Meredith College. The University Club is used by families in the Raleigh community and by many civic organizations. Eliminating this facility would have a major impact on the community. There is always another way!	5	See responses to Hillsborough-Wade Common Comments #1 and #6.
1860	Hillsborough-Wade	Univ Club & Meredith	Alternatives		These options are not OK. Having to relocate the University club and impact Meredith is not worth the over-engineered solution. Invest in safety with what we have, not tear down and rebuild something that is unwarranted. This is a critical areas that makes Raleigh, Raleigh and would be repping an even large gash in an area that si critical for non-auto access.	6	See responses to Hillsborough-Wade Common Comments #1 and #6.
1870	Hillsborough-Wade	Univ Club & Meredith	Alternatives	Historic resources	Please look at different alternatives that would not impact NCSU University Club, Meredith College and Art Museum. Too many impacts and possible Historic property impacts. Please look at other alternatives to reduce impacts possibly by use of Western Boulevard interchange & use of connectors	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #9. Regarding the Museum Park, NCDOT coordinated with the NC Museum of Art and it was determined that the anticipated area of impact would not adversely impact the attributes, features, and activities of the park, as documented in the Finding of No Significant Impact.
1872	Hillsborough-Wade	Univ Club & Meredith	Alternatives		<p>All the alternatives here show a corridor about 800 feet wide, whereas up in Chesapeake, Virginia they know how to build a highway with MORE lanes and just as many braided ramps in a corridor less than 350 feet wide. Why is Virginia so much better at this than NC?  <a href="https://goo.gl/maps/P9dUe87LT5k">https://goo.gl/maps/P9dUe87LT5k</a></p> <p>I think this 800' corridor would make sense where land is plentiful. But here in central Raleigh, just because there's nothing built on this land doesn't mean it isn't precious. Taking land from institutions like Meredith College (I know many alumni) and the University Club (I had my wedding reception there) is no better than taking parkland to build a highway, something which federal laws absolutely prohibit unless there is absolutely no alternative. So I believe any property taken from Meredith or University Club should be minimized.</p> <p>Please go back to the drawing board and come back with an alternative more similar to the Chesapeake, Virginia design: <a href="https://goo.gl/maps/P9dUe87LT5k">https://goo.gl/maps/P9dUe87LT5k</a> - Yes you will have to throw your current autocad drawings in the trash and start from scratch and maybe you will even have to reach out to your counterparts at VDOT to figure out how they managed to do it and who designed it for them. And it will probably cost more, too. But for the love of Raleigh, please do it!</p>	20	See responses to Hillsborough-Wade Common Comments #1 and #6.
1917	Hillsborough-Wade	Univ Club & Meredith	Alternatives		I can not choose one of the three options for the Hillsborough-Wade interchange. They all cost too much to Meredith College, NCSU, NC Art museum and the greenways. There has to be a better way to make the roads safer without such a high cost to the surrounding established landmarks. Go back to the drawing table and find other options.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #12. Regarding the Museum Park, NCDOT coordinated with the NC Museum of Art and it was determined that the anticipated area of impact would not adversely impact the attributes, features, and activities of the park, as documented in the Finding of No Significant Impact.
2039	Hillsborough-Wade	Univ Club & Meredith	Alternatives		The University Club is not just a private club. It is a community. Our club has met at this location for years and we have been treated as members of the club. I would hope that DOT will take this back to the drawing board. The current plan will damage banquet business, clinics and more. Not only will it impact the University Club negatively but Meredith College as well.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2159	Hillsborough-Wade	Univ Club & Meredith	Alternatives		Please consider other options. All of these options greatly affect Meredith college AND will cause the University Club to have to shut it's doors. The UT club will no longer be able to operate with such a devastating loss to it's facilities. Also, I cringe at the thought of paving over all of that beautiful green space. There has to be another way. Save our Raleigh landmarks!	2	See responses to Hillsborough-Wade Common Comments #1, #3, and #6.
2200	Hillsborough-Wade	Univ Club & Meredith	Alternatives		Please examine other options that do not take away from Meredith College or NCSU.	3	See responses to Hillsborough-Wade Common Comments #1 and #6.
2205	Hillsborough-Wade	Univ Club & Meredith	Alternatives		please do not destroy two beautiful landmarks of our city--I am a born at Rex Hospital baby Boomer--I am beginning to dislike where I have lived all my life--Meredith is so lovely and NCSU University club just made a fabulous club and now you want to destroy it --please rethink all these plans! Please--- this will really ruin two lovely green spots of our city-- you are already trying to make all concrete! Take it back to the TABLE!!	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
2246	Hillsborough-Wade	Univ Club & Meredith	Alternatives		Please consider another solution. The impact this will have on Meredith College (and the University Club) will be detrimental. As a graduate of Meredith, I am opposed to these "options". I agree 440 needs to be improved, but this is not the answer.	7	See responses to Hillsborough-Wade Common Comments #1 and #6.
2302	Hillsborough-Wade	Univ Club & Meredith	Alternatives		None of these "options" are the best option for the neighboring entities. Meredith stands to lose around 6% of their property, while the Univeristy club stands to lose around 42%. Additionally, NCSU is losing valuable land that will impact both current programs and future growth. There are creative solutions that need to be explored...including a very detailed one that was presented at the August 8th public hearing. This particular section basically needs an entire redo before moving forward.	8	See responses to Hillsborough-Wade Common Comments #1 and #6.
2488	Hillsborough-Wade	Univ Club & Meredith	Alternatives		NO to all of these proposals due to the absolutely negative effect any would have on my Alma Mater, Meredith College!! I also have ties to the University Club and feel strongly about the negative impact on it too! Rethink these options and come up with something new and creative to solve the traffic problem!!	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
2498	Hillsborough-Wade	Univ Club & Meredith	Alternatives		I can't believe this is even being considered. This would be devastating not only to Meredith College, but also NCSU, and the entire city.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
2523	Hillsborough-Wade	Univ Club & Meredith	Alternatives		None of the three plans currently proposed are acceptable. 17 acres of land is entirely too much to take from a college campus, Meredith College, a historic women's college of about 2,000 students that is over 125 years old (and over 90 years on its current location). 30 acres total from Meredith College and NCSU's University Club is terribly short-sighted to take for a road reconfiguring project. We can all recognize the need to update and improve this 4-mile stretch of beltline, but as Raleigh continues to grow, and as the Triangle consistently is ranked one of the best places to live in the country, we should be more concerned about the impact on the land and the character of the city, a historic campus, a community resource, the nearby greenway. That is what makes Raleigh so desirable, not paving over as much as possible for a freeway. Very sad we are even discussing this. The DOT absolutely needs to go back to the drawing board and come up with a less harmful solution; surely it's capable of doing so.	1	See responses to Hillsborough-Wade Common Comments #1, #6, #9, and #12.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2559	Hillsborough-Wade	Univ Club & Meredith	Alternatives		None of the 3 options are acceptable. You should not be taking land from institutions ncstate university club and Meredith that serve the greater Raleigh community To build roads. Be creative and redesign. Actually if you fix the Western Blvd area I think the Hilllsborough St area will clear up. Seems like you have an elaborate plan and all of that is not needed.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1774	Hillsborough-Wade	Univ Club & Meredith	Construction	Eliminate Hillsborough interchange	It is not necessary to create these massive flyovers, with the land grab associated. The deleterious effects to both Meredith College and the NC State University Club will be potentially unsurvivable for both institutions. With projections of three years for construction 24-7, living conditions on the Meredith College campus will be unacceptable. I think you need to go back to the drawing board, with considerations including the elimination of the Hillsborough-Wade interchange, and better use of the Blue Ridge Road exit for people wishing to access both Hillsborough Road and Wade Avenue. Quite frankly, you need to study the traffic patterns. I use these roads daily and have not seen the traffic problems that would necessitate such draconian measures.	1	See responses to Hillsborough-Wade Common Comments #1, #6, #10, and #11. The traffic congestion and other problems along the project corridor are described in Section 1.7 of the Environmental Assessment (EA). The Detailed Study Alternatives were designed to accommodate the traffic volumes forecast for the year 2035, updated to the year 2040 in the Finding of No Significant Impact.
231	Hillsborough-Wade	Univ Club & Meredith	Design		Widen I-440 with-in the existing Right of way and existing roadway! Don't impact the University Club (or Meredith)! Use Blue Ridge Road and Faircloth as connections instead of the I-440.	4	See responses to Hillsborough-Wade Common Comments #1 and #6. In the Wade Ave and Hillsborough St interchange area, the on/off ramps need to be upgraded to current NCDOT and FHWA design standards in addition to adding the extra two through lanes along I-440. The need to upgrade the on/off ramps cause the footprint to expand outside the existing right of way.
1638	Hillsborough-Wade	Univ Club & Meredith	Design		I would like to see an alternative that would not negatively impact either Meredith College because of her landlocked status and lack of future development on her campus and NC State University because of the faculty club that has been in existence for many, many years. Have you studied going over and under I440? Please take a visit to Dallas, Texas and look at the new options of over and under on 635. Under 635 is a toll road and over 635 is not. It's a fabulous alternative!	3	See responses to Hillsborough-Wade Common Comments #1 and #6. Building the extra through lanes above the existing roadway would not address the need to upgrade the on/off ramps, which are what cause the footprint to expand outside the existing right of way. Constructing a tunnel or putting the I-440 mainlines in a trench would require closing I-440 for an extended period of time (many months). Maintaining traffic flow on I-440 during construction is important because I-400 is a vital part of the region's transportation network.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1761	Hillsborough-Wade	Univ Club & Meredith	Design		The impact that these road designs make on Meredith College and the NC State University Club are dramatic. The impact on all communities and stakeholders along the entire project will be beyond substantial. There will be a significant impact on quality of life. I urge DOT to provide sound walls along the entire project including for the NC State University Club and Meredith College precincts. Of course it would be a lot cheaper not to provide mitigating structures for non-residential areas but that simply is not fair. These two institutions have a very long history and the least that can be done is to spend money to reduce the worst of the impacts. Loosing land is one thing, losing land and also seriously impacting the ability to use what remains to the point of uselessness is another. Sound walls and redesigns of the access ramps will go a long way to offsetting, in a very small way, the impact. Providing compensation that will allow for parking decks would also help. Keep flyovers low and not towering over facilities. Bury some of the access ramps. Minimizing financial cost to DOT for the project is not the same as maximizing the benefit to the greater community. I really hope that extra funds can be found to reduce impacts. The Triangle region and NC in general owe a tremendous debt to its colleges and universities. Everyone in the state has benefited. In the case of NC State University, the NC University Club, formerly called the NC State University Faculty Club, was formed to attract faculty from outside NC to the region. It still functions that way. This was paralleled by similar efforts throughout the south. The community came together in other ways to attract faculty to our colleges and universities and it can all be summed up in a commitment to providing a high quality of life. Please do not take our quality of life away. Making life miserable for those working at NC State and at Meredith will reduce the attractiveness of the region in an area that was fundamentally important in making us who we are today. To make us a great place to work and live takes many small contributions. It also takes just a few small changes to the quality of life to unravel our achievements.	1	See responses to Hillsborough-Wade Common Comments #1, #3, and #6. Noise walls are included as a part of federally funded projects if they meet certain criteria. As discussed in Section 3.5.4 of the EA, there are ten noise walls recommended as preliminarily feasible and reasonable for any combination of the Detailed Study Alternatives. Noise walls along I-440 between Hillsborough St and Wade Ave did not meet the established criteria.
1807	Hillsborough-Wade	Univ Club & Meredith	Design		Arguing over whether you like Meredith or the U Club more is not productive. The real issue is that design at this interchange dramatically alters the future of both institutions and a design change at Wade to make the additional travel lanes more compact, including a diverging diamond, along with a flyover design near Hillsborough, would eliminate the need for the land being taken from both the U Club and Meredith. This is a bad design.	16	See responses to Hillsborough-Wade Common Comments #1 and #6. A diverging diamond (double crossover diamond) interchange at the Wade Ave interchange could not process the traffic volumes forecast for 2035 for the flyover ramp from eastbound Wade Ave to eastbound I-440 (more than 2,600 vehicles in the peak hour). Design-build teams will be encouraged to propose innovative interchange designs that reduce impacts, while still improving traffic operations.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1808	Hillsborough-Wade	Univ Club & Meredith	Design		None of the alternatives are acceptable. There is no need to decimate the University Club and severely damage Meredith College. NCDOT has the ability to improve the design of the Wade Avenue/Hillsborough St interchange, and you all need to get back to work to figure out a solution that works within the existing right of way and eliminates the need to acquire 32 - 35 acres from the U club and Meredith. These are both invaluable resources to the community. Using a diverging diamond at Wade and eliminating the access roads running parallel to I-440 should be your priority. If need be, close the interchange at Hillsborough Street. Between Wade Avenue and Western Blvd, there is ample access to the area. When you factor in the existing Interstate 40 exit at Hwy 54 and the Blue Ridge Road and Edwards Mill Roads interchanges along Wade Avenue, there really is no need for a third congested interchange on Hillsborough.	56	See responses to Hillsborough-Wade Common Comments #1, #6, and #10 and response to Comment #1807.
1809	Hillsborough-Wade	Univ Club & Meredith	Design		<p>The problem is because the proposed design is treating this as if it's way out in the countryside because there's open land here on Meredith's campus and by the University Club. That gives the false impression that the amount of land this design uses is less important, and results in a right-of-way over 800' wide between Meredith and the University Club. The problem is, this ISN'T way out in the country. Open land in the middle of a city like Raleigh is a precious commodity. This should be treated like an urban location that is hemmed in by development on all sides.</p> <p>To minimize the footprint between Meredith and University Club. For an example of how to do this correctly, Look at this example in Chesapeake, Virginia, where they have used retaining walls and viaducts with straddle bents to braid the ramps in a very tight corridor not more than 300 feet wide. This is with nearly the exact same ramp and lane configuration as is proposed here. <a href="https://goo.gl/maps/P9dUe87LT5k">https://goo.gl/maps/P9dUe87LT5k</a></p> <p>Probably SOME new land will have to be used in order to build this. But there is no need to take up anywhere near so much land through there as is proposed. Please go back to the drawing board. And reference this while doing so: <a href="https://goo.gl/maps/P9dUe87LT5k">https://goo.gl/maps/P9dUe87LT5k</a></p>	59	See responses to Hillsborough-Wade Common Comments #1 and #6.
1851	Hillsborough-Wade	Univ Club & Meredith	Design		<p>I take issue with 2 flyover design. It keeps only 1 lane on the ramp from the Beltline onto West Wade Avenue going towards RTP, and adds an additional merge onto that lane. The traffic gets way too bad here to keep one lane on the ramp AND add an additional merge onto it from the flyover ramp.</p> <p>Can we not figure out a way to keep this narrower between the two exits to minimize the impacts to Merideth and NCSU Club? This seems overengineered and unnecessarily wide.</p>	12	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1865	Hillsborough-Wade	Univ Club & Meredith	Design	Parks and greenways	<p>I am stunned that no alternatives really look at potential improvements on the east side of the intersection. It almost looks like there was a deliberate attempt to avoid impacting the State Museum property and the pedestrian bridge, to the expense of the University Club and Meredith College. I have no attachment to either of those organizations and I actually frequent the museum property on occasion, but this looks like burden for this intersection was focused on two parties.</p> <p>One glaring example of this bias is the offramp from outer 440 to west Wade Avenue. In one of the alternatives the offramp is in the approximate existing location. In the other two alternatives THE OFFRAMP ACTUALLY MOVES FURTHER AWAY FROM THE MUSEUM PROPERTY! Just think about that for a second and ask yourself how often an interstate road widening project requires less land across any part of the frontage?</p> <p>If the offramp was shifted on to the museum property maybe you could make the west Wade to South 440 movement with a circular onramp, shifting one of the lanes out of the University Club property? What if you pushed a circular ramp on flyover D to the east to give more merging distance to the Hillsborough connector so that it didn't have to swing so far into the Meredith property? Why not start with a conventional cloverleaf design and then use bridges and elongated lanes as necessary to address weaving?</p> <p>Could the area between Wade and Hillsborough be made more efficient in any way by impacting the museum property or the pedestrian bridge? If the answer is yes then the NCDOT should provide that alternative for consideration. If the answer is no that option should still be available for public consideration. You can't compromise the largest part of a potentially \$485 Million project because you're protecting a pedestrian bridge.</p>	18	<p>The preliminary designs for the Detailed Study Alternatives required more right of way between Wade Ave and Hillsborough St to include the ramps between these two roadways. The off ramp from westbound I-440 to westbound Wade Ave was shifted in slightly to achieve some additional weaving distance along Wade Ave between this ramp and the off ramp to Blue Ridge Rd. This could be done under the Slight Detour Alternative and the One Flyover Alternative. This could not be done under the Two Flyovers Alternative due to the location of the second flyover from eastbound I-440 to westbound Wade Ave.</p> <p>A conventional cloverleaf design would not be appropriate for the high volumes of traffic, particularly going from eastbound Wade Ave to eastbound I-440.</p> <p>Also see responses to Hillsborough-Wade Common Comments #1 and #6.</p>
1874	Hillsborough-Wade	Univ Club & Meredith	Design		<p>The footprint for all these options is tremendous and extremely damaging to institutions on both sides of the roadway, the University Club and Meredith College. There must be a less disruptive option. Why can't the roadway just be widened here instead of trying to add peripheral roads? Why use large loops instead of diamonds? Why do all of these options have the new roadway situated west of the old one? Why add another traffic light on Wade Ave? None of these options is acceptable to me.</p>	10	<p>See responses to Hillsborough-Wade Common Comments #1 and #6. The peripheral roads referred to are likely the ramps on and off I-440 to/from Wade Ave and Hillsborough St. These need to be kept separate from the I-440 mainlines because there is not enough distance between Wade Ave and Hillsborough St to provide sufficient weaving distance for ramps merging onto and exiting off the mainline. A diamond interchange at Wade Ave would not be able to sufficiently process the traffic volumes forecasted for 2035-2040 in this interchange area. The new I-440 mainlines are shifted so that the existing mainlines can be used to maintain two lanes of traffic in each direction during construction. The additional traffic signal on Wade Ave would affect eastbound Wade Ave traffic to allow traffic to access westbound I-440 from westbound Wade Ave. Computer modeling of future traffic shows this will operate acceptably.</p>

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
228	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		I do not doubt more lanes are needed on this section of I-440, but the Hillsborough exit is clearly expendable. Both Meredith and the University Club would benefit by removing this interchange.	0	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
230	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		Western Blvd., Hillsborough, and Wade are too close together for 3 major interchanges. Eliminate the Hillsborough loops, flyover(s) and rethink how Blue Ridge Road could become a primary access/egress interchange at Western and Wade, eliminating the serious damage to Meredith College and Univ. Club; this could also solve the railroad safety issue near the fairgrounds and plan for better mass transit (train station) access in future. Relocating so much recently-developed greenway space is ridiculous. All 3 proposals are too problematic and too expensive as drafted. Re-think: be more creative and look at longer-term goals for traffic flow from current Exit 5 to Exit 1C.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10. There is a separate project (NCDOT Project U-4437) that will build a grade separation with Blue Ridge Rd going under Hillsborough St and the railroad tracks (NCDOT Project U-4437). This project will be awarded to the same design-build team as the I-440 project to ensure proper coordination between the projects during construction.
239	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		Please, the only acceptable solution is to close the Hillsborough Street interchange. All of the other proposed solutions are too complex, too expensive, and too destructive. Hillsborough Street is not useful as an artery, as other measures have been taken (for example, roundabouts) to deliberately calm traffic. We don't need or want the Hillsborough Street interchange with 440 at the expense of damaging Meredith College, destroying the University Club, and taking away from the proposed Centennial II campus (biotech). Let's not go the California route with endless complexity, expense, and destruction -- just close this particular interchange.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
240	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		Hillsborough Street has been redesigned so that it now supports a fairly much lower traffic volumes. It really seems that investing so much money into making Hillsborough Street a major connection points has little value. It would be better to eliminate the Hillsborough Street interchange, reduce the impacts on Meredith College and NC State, and use the funds elsewhere. Blue Ridge road can become a major thoroughfare, especially if funds are redirected to enable the Railroad intersection to be eliminated.	2	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
256	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		Hillsborough Street should not be an exit on 440! The infrastructure of the road was designed for college students to walk to class and access restaurants. There is no need to dump 440 traffic on to it when the Wade Ave exit is perfectly accessible. Whatever the solution for rush hour may be, taking away Meredith's campus and land from the University Club is not a valid solution!	0	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
319	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange	Right of way	One of the first lessons to be learned from the majority of these comments is.....Don't mess with the "Meredith Mafia!" But I certainly sympathize with them and their plight as well as that of the University Club. I have two dogs in this fight ....as an NCSU alumnus and a member of the University Club, as well as having a spouse who is a loyal and active Meredith alumna, I travel in this area of town frequently and have done so for many years. It is quite obvious to me that the volume of traffic associated with the Hillsborough Street interchange is not of sufficient magnitude to justify any of the three proposed designs. Therefore, I would suggest that the best idea offered in many of these comments is the elimination of the Hillsborough/I-440 connection. This, along with a less expansive traffic corridor increase would dramatically minimize the impact to both the University Club and Meredith College, which would make a great many more folks happy and deserves further study. The three proposals offered are all totally untenable.	4	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
321	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		As suggested in letter to the editor of the N&O on Thursday 8/17, simply eliminate the interchange at Hillsborough St. Would save lots of money, not damage Meredith College and the University Club, and probably not inconvenience many people.	2	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
323	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		Why not just have ramps for Wade Ave. and Western Blvd. and no ramps for Hillsborough St.? One could easily access Hillsborough St. via a Wade Ave. exit--absolutely no need to devastate Meredith and State property and facilities!!!	0	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
336	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		I think the exit should be eliminated. The impact on NCSU and Meredith College is too great. Drivers can access Hillsborough street via Wade Ave exit to Blue Ridge or Western Blvd. These exits are all too close anyway.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
338	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange	Traffic	The impact to Meredith College, The University Club, Vet School, Fair Grounds, NC Museum of Art so many iconic locations visited by the Citizens of Raleigh, Wake County and North Carolina daily, monthly annually, will be impacted by this plan. It does little more than add more traffic, more accidents and more pollution to an already congested area. The Meredith College campus was previously impacted to the benefit of the citizens of Raleigh and guests in the area who use the Raleigh Greenway which parallels the I-440 corridor. The Greenway has walkers, baby strollers, bikers, rollerbladers of all ages. The pollution caused by more traffic will impact every citizen using the Greenway as well as the Meredith and University Club. The financial impact to these two institutions should not bear the burden. Land planners need to rethink this plan with these considerations in mind! I vote to close the interchange at Hillsborough Street and route traffic along Western Blvd. and Wade Avenue.	0	See responses to Hillsborough-Wade Common Comments #1, #2, #6, #7, #10, and #12.
347	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		I believe Wade and Hillsborough are too close together to need major intersections at both. Since Wade Ave leads to I40 it needs to have a full intersection. However, Hillsborough connects with nothing. The effects on Meredith and the University Club are such that the intersection at Hillsborough should be either eliminated or minimized.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
359	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		While I appreciated DOT's evening presentation that reviewed proposed new options for I-440, I left believing the 3 worst case scenarios outlined for the Hillsborough-Wade Avenue area need serious reconsideration. Though at one time Hillsborough Street was a grand drive to downtown, it no longer can manage major traffic. With the existing buildings and ever growing new construction along Hillsborough, many of which built under urban frontage requirements, there is little chance of widening this street and it simply cannot support extra traffic. Removing entrance and exit ramps to and from I-440 at Hillsborough Street and instead routing traffic to the already wider Western Blvd. and Wade Avenue that also have room to expand lanes seems to be the better solution. The minor revisions to eliminate on and off ramps going to Hillsborough would allow this historic street to manage a reasonable traffic flow and also encourage and pedestrian traffic in a safer environment for students and residents. With this solution, there is also the benefit of preserving Meredith and the University Club's substantial green space which is not only appealing but also makes it possible for both to continue growing and provide services and opportunities to students and Raleigh residents. Look forward to DOT's rethinking this section of the I-440 project and coming up with best case scenarios that take Hillsborough Street I-440 access off the table.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
377	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		There are too many intersections too close together. Omit the Hillsborough exit and preserve the dignity and history of Meredith College and the University Club.	10	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
382	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		Best I can tell, you should eliminate the interchange altogether - to impact Meredith College and NCState facilities in this way is unthinkable! As a '67 graduate of Meredith, I object to taking any property from the campus for a traffic interchange	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
385	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		I'd rather have the Hillsborough Street ramps closed that have the impact to the University Club and Meredith. There has to be a way to handle Fair and game-day traffic without a Hillsborough Street exit; or somehow exit form Western onto Beryl. I'm not an engineer, but this design at Hillsborough is the sticking point. PLEASE come up with another option, even if it means no Hillsborough Street access.	15	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
386	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		I agree with one alternative that wasn't originally proposed: please consider removing the Hillsborough Street interchange entirely. The short on-ramps created difficult merges, so I often found alternative routes, either accessing the interstate at a different location or taking backroads. With entry points at Western and Wade, there's no need to have another at Hillsborough, particularly since the road is becoming more pedestrian friendly through NC State. I suspect, as others have, that Western and Wade will become the preferred routes for traveling to Raleigh. By eliminating the entry to the interstate at Hillsborough, that removes the crossing oncoming/exiting traffic with the Wade Ave exit. This simplification alone should help safety and requires little change to the Meredith College campus and the NC State University Club. All three proposed alternatives will be detrimental to the College and the Club and seem to be unnecessary. Please help save the integrity of the Meredith College campus for all to enjoy and for continued growth.	0	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
388	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		I do not doubt more lanes are needed on this section of I-440, but the Hillsborough exit is clearly expendable. Both Merdith and the University Club would be benefit by removing this interchange.	0	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1815	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		PLEASE consider eliminating the Hillsborough St. Exit. IT would solve many problems for the Uclub and Meredith College.	31	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1842	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		Any option that would take land away from the beautiful NCSU Club and also the beautiful campus of Meredith College would be unacceptable to me.They are both milestones of two great institutions that should be preserved and protected at all cost for the sake of Raleigh and the State of NC. Therefor please eliminate the Hillsborough - Wade interchange.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1856	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange	Design	The project is to rehabilitate 440. However, NCDOT has gone beyond this purpose to make connections between Hillsboro and Wade that are unnecessary and very damaging to the interests of both Meredith and the University Club. NCDOT needs to go back to the drawing board and redo the current plans. There are 2 alternatives. One alternative is to make no connection at Hillsboro Street and 440 and concentrate on Blue Ridge, Western and Wade Avenue. This approach would be in keeping with the new profile of Hillsborough Street. The second alternative is to make the following changes to the 3 alternatives presented. Go back and use an improved loop to get on 440 South from Wade. There is room to do this and it will make the addition of a second stop light at Wade unnecessary. This change will also allow the off ramp from Wade coming from north to south to be closer to its current foot print and will make the meandering feeder roads to the north of 440 unnecessary or at least closer to 440 and simpler in design. Unrelated to Wade Avenue, the size of the loops at Hillsboro Street can be reduced. This is not a high volume interchange and should not be treated as such. Hopefully, this change at Hillsboro will make it easier to reduce the impact on Meredith. It is strange that the slight detour alternative is fairly reasonable regarding Meredith while the other two alternatives are not. Finally, to gain some more additional space, the pull off areas to the left of drivers should be reduced to 4 feet. This change is justified in a high density urban area and the latter is what NCDOT did not adequately consider. NCDOT must remember that while our roadways need improving, it is existing institutions like Meredith and the University Club that make Raleigh a great place to live.	32	<p>Regarding eliminating the Hillsborough St interchange, see response to Hillsborough-Wade Common Comment #10. The other changes suggested in this comment were ones already evaluated and eliminated from further study as described on page 2-14 of the Environmental Assessment (EA). These are the Reduced Access concept and the Collector-Distributor Weave and Braid concept. Also, see responses to Hillsborough-Wade Common Comments #1 and #6.</p> <p>The proposed inside shoulder of I-440 is 12 feet wide, which is the standard shoulder width for an interstate type facility. Reduced inside shoulder widths will be considered during final design.</p>

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1866	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange	Parks and greenways	I think all 3 alternatives have too great an impact on NCSU, Meredith College, Reedy Creek greenway, museum park and residents. Elimination of Hillsborough Street interchange should be considered as there are other means to access 1-440 through Wade Avenue and Western Boulevard which are more suitable. With the ongoing improvements along Hillsborough such as sidewalks, traffic circles, etc. that corridor will see probably see less through traffic in the future.	1	See responses to Hillsborough-Wade Common Comments #1, #6, #10, and #12. As discussed in the Finding of No Significant Impact (FONSI), the activities, features, and attributes of Museum Park were determined to not be adversely impacted by the proposed project.
1867	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		I agree with the others who indicated that all of these plans take far too much land from both the University Club and Meredith. The land grab might eliminate the University Club entirely and certainly would change the character of both Meredith and the University Club. Have you all studied the impact of closing Hillsborough Street exit entirely? It certainly seems that there has to be a better way and I urge you to go back to the drawing board.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1868	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange	Cost/ funding	<p>This is the Big Daddy of all of them. Estimated \$240 million plus, just for this. Massive land grab, disruption, destructive takings from Historic meredith and The Univesity Club- the list goes on.</p> <p>There is an idea aloft to close the Hillsborough Street exits. This would allow for a fantastic pedestrian and bike route from main Campus to All Points West- Arboretum, Carter Finley, Fairgrounds, Vet School, etc. etc.</p> <p>This plan was cooked up back in the 90's- much has changed since then- Raleigh has grown , ideas about the primacy of the auto are on the wane. I would applaud and support DOT in efforts to reconsider this portion of the project, even if it meant delay to the constuction. i think the entire community would benefit.</p>	3	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
2014	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange		I do not like ANY of the alternatives! As one who is an NCSU alum and a member of the University Club and with a spouse who is an active Meredith College alum, and as a long-time West Raleigh resident, I travel Wade Avenue and Hillsborough Street often and am very aware that the volume of traffic and the necessity of a major interchange for Hillsborough Street are miniscule compared to the horrendous impact any of these schemes would visit upon both the club and the campus. It makes total sense to me that the Hillsborough Street interchange be eliminated entirely as an unnecessary effort and this would dramatically lessen the impact on these two important institutions.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1855	Hillsborough-Wade	Univ Club & Meredith	Noise	Lighting	While I appreciate that traffic is a problem in this area, I do not agree with any of the proposed plans. On top of taking a significant portion of Meredith College's campus and the University Club land, none of the proposals seem to take into account the impact of the noise and additional lighting will have on these communities. Please try to find another alternative.	2	See responses to Hillsborough-Wade Common Comments #1, #2, #6, #7, and #8.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
246	Hillsborough-Wade	Univ Club & Meredith	Public involvement		I'd like to read the official Meredith and NCSU comments about this issue.	0	For Meredith College, see letters A-021 and A-022 in the Agency/Organization section of comments and Speaker T-003 in the Public Hearing Transcripts section of comments. For University Club, see letters A-017 and A-020 in the Agency/Organization section of comments.
242	Hillsborough-Wade	Univ Club & Meredith	Right of way		Until they clean up the access onto I-40/Wade Ave going towards PNC and the merge coming from Wade onto the beltline, I'm going to continue to use Hillsborough to get to work. The current commute is dangerous. I am not happy about Meredith or NC State losing land either there needs to be a better design.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
258	Hillsborough-Wade	Univ Club & Meredith	Right of way		We can do better than damaging important institutions in the path of these plans.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
277	Hillsborough-Wade	Univ Club & Meredith	Right of way		I drive on Gorman all the time. It works as is. No need to destroy Meredith or the Faculty Club.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
284	Hillsborough-Wade	Univ Club & Meredith	Right of way		What an embarrassing effort by NCDOT. The three alternatives are ridiculous and wipe out a large portion of Meredith College and completely destroy the University Club, which is not a "country club", but a landmark West Raleigh institution and a low-priced community resource open to the public for weddings, banquets, associations, graduations, meetings, et al.	45	See responses to Hillsborough-Wade Common Comments #1 and #6.
285	Hillsborough-Wade	Univ Club & Meredith	Right of way	Public transit	Continually adding lanes is the old way of doing things. Taking more natural resources and land from Meredith, NC State or any other historical and important institution is just BAD! Limit the number of cars, put a bus route there, limit the number of cars per day, whatever it takes to "think outside the box" is better than spending money on something that has such a negative impact.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #13. There is no practical way to limit the number of vehicles per day on a public freeway.
291	Hillsborough-Wade	Univ Club & Meredith	Right of way		Aware of the dangers of over-valuing getting somewhere fast, Thoreau warned, "We do not ride on the railroad; it rides upon us." A century and half later, not only do we ride on our interstates, but they also ride upon us, eating up land and other resources in construction and creating tons of pollution when in use and when being replaced. In adding lanes to the 440 interchange at Hillsborough St., NCDOT must consider the cost to institutions adjacent to the interchange: Meredith College and the NCSU Faculty Club. I urge the NCDOT to follow the proposal of President Jo Allen of Meredith and design a less intrusive and less impactful option for the lane expansion. Louise Taylor	6	See responses to Hillsborough-Wade Common Comments #1, #2, #6, and #7.

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326	Hillsborough-Wade	Univ Club & Meredith	Right of way		While the spacing between is not ideal, I pass through there on my way to or from work most days. any traffic issues is the slow down from Western backing up. The current ramps at Hillsborough street are not an issue , I believe the major impact on Meredith and the NC State University Club warrant a more conservative plan that is less impactful is needed. It would also save cost.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
361	Hillsborough-Wade	Univ Club & Meredith	Right of way		I don't have any ties to Meredith or the University Club - I am a just a west-Raleigh resident who lives nearby and think that there must be an alternative to taking this much land from any institution.	18	See responses to Hillsborough-Wade Common Comments #1 and #6.
379	Hillsborough-Wade	Univ Club & Meredith	Right of way		I cannot choose one alternative for this interchange because the impact is too great on the University Club and Meredith in all 3 scenarios. The University club is more than a swim and tennis club. It is a longstanding place of community for the NCSU alumni, faculty and friends of the University. Many of the University club's facilities and investments to those facilities made over decades will be lost. This club is not a club supported by wealthy individuals and replacement and rebuilding of the current structures that would be lost may not be a viable option. This is a club that regular individuals like myself can join and have a place where my kids learn to swim, play tennis and golf. A safe place that my kids can attend summer day camp while both parents work. This is a place to hold community meetings and events. I have to believe there are other options than the ones presented and ask that this group do more research so that the University club that I hold dear can continue to serve the community and my family.	18	See responses to Hillsborough-Wade Common Comments #1 and #6.
380	Hillsborough-Wade	Univ Club & Meredith	Right of way		As I live in Cary and commute to Hillsborough St every day, I have seen the marked increase in traffic, congestion and commute times over the past two decades. The bottleneck between Walnut St and Wade Ave on 1/64 are a problem for that entire side of town, so improvements must be made. But all of the 3 suggested plans have the same fatal flaws - requiring large chunks of valuable property from both the NCSU faculty club and Meredith College. The former is a valuable resource for the university and the community; the latter moved nearly a century ago precisely to acquire sufficient property for improvements and expansion and increasing community connections. All 3 of these plans severe limit a college that is already land-locked on all 4 sides and stands to lose over 10% of its total acreage if these plans are selected. Despite all of the daily traffic problems we are suffering as a community, that is far too high a price.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
381	Hillsborough-Wade	Univ Club & Meredith	Right of way		Would like to see an alternative that has less impact on Meredith and would allow the University Club to continue to operate in its current location which may mean compensating the club for relocation of some facilities but still in it's overall real estate footprint. The solution would preferably not close the Hillsborough Intersection but that may be a viable alternative to avoid the adverse affects on Meredith if suitable alternate routes can be created to provide access to NCSU and west Hillsborough St. Further overloading of that already congested Western Blvd near 440 does not seem like a suitable alternative however.	0	See responses to Hillsborough-Wade Common Comments #1, #3, #6, and #10.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
383	Hillsborough-Wade	Univ Club & Meredith	Right of way		Just make a very tall bypass/bridge to thwart any changes to Meredith College and University club. These are land locked institutions that shouldn't suffer from highway expansion!!!	0	The additional right of way in the I-440 area near Wade Ave and Hillsborough St is primarily due to the on and off ramps. A bypass bridge would not provide the access to/from Wade Ave and Hillsborough St. See responses to Hillsborough-Wade Common Comments #1 and #6.
384	Hillsborough-Wade	Univ Club & Meredith	Right of way		You need to start over and come up with a new option that has less impact to Meredith College and the University Club. Future growth and quality of life to students on campus will be greatly affected.	11	See responses to Hillsborough-Wade Common Comments #1, #6, #7, and #11.
395	Hillsborough-Wade	Univ Club & Meredith	Right of way		While Option C seems to be the best choice out of all three- all three choices are extremely unfair to both Meredith and especially the Alum area of NCSU. Both have needs for the land they have acquired and it is better used with them keeping the land for their own need and use. Neither college has the ability to acquire any future land holdings where they are and to take the land for them to simply build more lanes just isn't important enough.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
402	Hillsborough-Wade	Univ Club & Meredith	Right of way		The "slight detour" takes less land from Meredith College. All 3 options take an enormous amount of land from the University Club. All of the options eliminate the ability to travel east bound on Wade Ave, exit to southbound I-440 and then exit westbound onto Hillsborough St. It seems like this would adversely affect football, hockey and State Fair traffic. From all of the comments, it's obvious that land is extremely precious for the University Club and Meredith College, where there is no room for either to make up for the loss. One ray of hope for the University Club, is for the NCSU Veterinary School to share in the sacrifice by donating a bit of their pasture land or the land out in front of the Club, to make up for the loss of eight tennis courts and 180 parking spaces.	2	See responses to Hillsborough-Wade Common Comments #1 and #6. All Detailed Study Alternatives provide the movement from eastbound Wade Ave to westbound I-440 to westbound Hillsborough St via ramps.
846	Hillsborough-Wade	Univ Club & Meredith	Right of way		I am opposed to the Hillsborough-Wade interchange as it has a negative impact on both Meredith College and the University Club. As a graduate of Meredith and a member of the University Club, the proposed changes are short term fixes to what will continue to be a long term issue. Taking away Meredith's land directly affects students, future students, staff, graduates, expansion, etc to be able to fully benefit from what Meredith offers. And to take even more land of the University Club to the point it will have to CLOSE because it won't be able to operate with what is left is a shame. We have been members for going on 9 years and have enjoyed the use of the club to where our children learned to swim there and participate in summer camps. Please re-think your quick fix as it's not that quick of a fix for the solution you want to have.	2	See responses to Hillsborough-Wade Common Comments #1 and #6.
982	Hillsborough-Wade	Univ Club & Meredith	Right of way		This would have a significant negative impact on Meredith College, the University club and residences. I do not approve of this change.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1145	Hillsborough-Wade	Univ Club & Meredith	Right of way		As a commuter who must travel through this area to visit my grandson (From north Raleigh to Cary and back again), I understand that I-440 needs to be widened to improve the flow of traffic through this area. However, I do believe this can be accomplished without so much land being taken from historic Meredith College, one of the few women's colleges in the nation which operate in the block. I am an alumna of Meredith and do not want to see the college negatively impacted. I am also an avid tennis player, who has played on the courts at University Club and have many friends who are members there. This is also an historic location of the club, and the tennis courts are in heavy use at all times of the day and evening. Even if the revised roadway does not meet all the present-day standards for new highways, there should be a way that the current roadway can be widened and improved without taking so much land and trees, etc. from each side. Certainly, there are other areas of the beltline (I-440) that have more lanes but are not as wide as this proposed roadway. Please go back to the start and design a less intrusive and impactful option for lane expansion!!	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1299	Hillsborough-Wade	Univ Club & Meredith	Right of way		So a private women's college deserves more protection than a club that serves the whole community?	4	See responses to Hillsborough-Wade Common Comments #1 and #6. NCDOT tries to minimize the impacts of transportation projects to the human and natural environments wherever feasible. NCDOT recognizes and tries to balance the needs of the many stakeholders along the corridor and the provision of transportation facilities that can adequately carry traffic volumes in a safe and efficient manner.
1349	Hillsborough-Wade	Univ Club & Meredith	Right of way		Meredith College and the University Club are too greatly impacted. Come up with another plan.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1597	Hillsborough-Wade	Univ Club & Meredith	Right of way		I am a 1981 graduate of Meredith and have lived in Raleigh since 1981. I understand and agree that this section of 440 needs improvements. However, I would like to see the DOT reevaluate and look for additional options. In a city that has so much pavement, I prefer to see the University Club affected in a smaller way. As a graduate of Meredith, I would hate to see one of the nation's most respected women's colleges lose the ability to grow when they are already landlocked.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #9.
1753	Hillsborough-Wade	Univ Club & Meredith	Right of way		Meredith College and the NC State Faculty Club are the epitome of what's been outstanding about Raleigh for many years. In this age of high tech and engineering brilliance, it is inconceivable to me that top notch engineers can't devise a more forward thinking plan to improve that corridor. This task should be an exciting challenge to some brilliant engineer whoever he or she may be. PLEASE don't destroy or even compromise these two wonderful Raleigh Institutions!!!!!!!!!!!!!!	3	See responses to Hillsborough-Wade Common Comments #1 and #6.
1754	Hillsborough-Wade	Univ Club & Meredith	Right of way		These plans all take too much away from both Meredith College and the University Club.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1755	Hillsborough-Wade	Univ Club & Meredith	Right of way		Destroying one institution and severely impacting a college for on/off ramps? There has to be a better way.	4	See responses to Hillsborough-Wade Common Comments #1 and #6.



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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1757	Hillsborough-Wade	Univ Club & Meredith	Right of way	Historic resources	While I appreciate efforts to improve traffic conditions, I ask that NCDOT please reconsider the alternatives presented. The 3 suggested plans all negatively impact Meredith's historic campus, as well as the future growth of the College and its ability to attract and retain the next generation of students. The environmental impacts, as well as the harm to the NCSU University Club and other area organizations, are too great. Please reconsider these plans to find a more effective solution for the many people this project will impact.	0	See responses to Hillsborough-Wade Common Comments #1, #2, #6, #7, and #9.
1758	Hillsborough-Wade	Univ Club & Meredith	Right of way		All options have too great an impact on Meredith College and the University Club. Future growth of the College will be severely thwarted.	188	See responses to Hillsborough-Wade Common Comments #1 and #6.
1760	Hillsborough-Wade	Univ Club & Meredith	Right of way		All of these choices seem to have a high impact on our higher education growth in Raleigh. I don't really see one as better than the other. Would have liked to see less impact on both Meredith and NC state.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1763	Hillsborough-Wade	Univ Club & Meredith	Right of way		Many people seem very protective of the University Club and Meredith, but more citizens are impacted by the smooth flow of traffic through this area than those who use the Club or attend the University. Perhaps other land can be provided for the University Club and Meredith can purchase what is left of the University Club to make up for losses due to road construction. The University Club does not have to be located there. The facilities are old. Relocate the club to other University property, perhaps on Centennial Campus.	0	See response to Hillsborough-Wade Common Comment #3.
1768	Hillsborough-Wade	Univ Club & Meredith	Right of way		Meredith College, the Faculty Club, and other institutions and neighborhoods along this route are jewels. The impacts of this overly complicated "solution" are simply unacceptable.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
1769	Hillsborough-Wade	Univ Club & Meredith	Right of way		As a Meredith alum and former employee, I cannot support any of these options. Please recognize the harm this would do to Meredith's campus as well as the University Club. As many on here have said, the need for growth and improvement is recognized but don't do it by hurting either of these institutions.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1770	Hillsborough-Wade	Univ Club & Meredith	Right of way		These plans will severely impact Meredith College and the NC State University Club. Meredith will lose valuable land and have no room for expansion. The University Club will lose so much land that it would most likely have to close. The congestion on I-440 is awful, but there has to be a better way. Please go back to the drawing board....	3	See responses to Hillsborough-Wade Common Comments #1, #3, and #6.
1772	Hillsborough-Wade	Univ Club & Meredith	Right of way		I hope that comments with suggestions for other potentials be taken into consideration. Both Meredith College and University Club don't deserve to lose their space.	6	See responses to Hillsborough-Wade Common Comments #1 and #6.
1773	Hillsborough-Wade	Univ Club & Meredith	Right of way		All of these options are unacceptable because they take a significant section of land away from Meredith College and the University Club. I agree that this area of 440 needs work, but the negative impact these proposed plans will have, particularly on Meredith College and its students, staff, and faculty, is too great. Please go back to the drawing board!	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

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1777	Hillsborough-Wade	Univ Club & Meredith	Right of way	Parks and greenways	All three options take too much from Meredith College and NC State. The greenway and the Art Museum will also be adversely impacted. You are ruining a perfectly lovely area that is a huge asset to Raleigh.	46	See responses to Hillsborough-Wade Common Comments #1, #6, and #12. Regarding the Museum Park, NCDOT coordinated with the NC Museum of Art and it was determined that the anticipated area of impact would not adversely impact the attributes, features, and activities of the park, as documented in the Finding of No Significant Impact.
1778	Hillsborough-Wade	Univ Club & Meredith	Right of way		All of these options have too much of an impact on Meredith College as well as the University Club. The land that it would effect at Meredith College would severely impact the college's ability to grow.	3	See responses to Hillsborough-Wade Common Comments #1 and #6.
1782	Hillsborough-Wade	Univ Club & Meredith	Right of way		All options too great of an impact on Meredith College and University Club	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1784	Hillsborough-Wade	Univ Club & Meredith	Right of way	Eliminate Hillsborough interchange	all alternatives have too much impact on Meredith College and University Club. We have spent several years, not to mention significant money & inconvenience, to divert traffic from Hillsborough St. Let's follow through with that course of action and eliminate the exits from 440 to Hillsborough. Impact of all current plans would be devastating to Meredith & University Club, 2 historic and treasured members of our community.	5	See responses to Hillsborough-Wade Common Comments #1, #6, #9, and #10.
1785	Hillsborough-Wade	Univ Club & Meredith	Right of way		All options are unacceptable and should NOT be put forward. NCSU and Meredith College contribute greatly to our State and communities and it is absurd that you would choose damaging two of our greatest institutions for traffic problems. These institutions are now more important than ever and this would hinder their expansion, recruitment, and development of educated individuals in our communities and throughout the world.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1786	Hillsborough-Wade	Univ Club & Meredith	Right of way	Eliminate Hillsborough interchange	<p>None of the three alternatives are acceptable. This project simply takes too much land from the University Club and Meredith two jewels of the Raleigh community. As a member of the University Club I feel that this will effectively cause the club to close and destroy investments made by club members over the years.</p> <p>The simple fix is to get rid of the Hillsborough street exit. Hillsborough has been effectively eliminated as a route to downtown and there are better ways to get fairgrounds and Carter-Finley stadium. Please reconsider this plan that will have massive impacts on two beautiful and valuable places in Raleigh.</p>	1	See responses to Hillsborough-Wade Common Comments #1, #3, #4, #6, and #10.
1787	Hillsborough-Wade	Univ Club & Meredith	Right of way		All three options are too invasive on Historic Meredith College and the University Club. I'm particularly concerned with the lack of future growth options for Meredith with the current plans.	6	See responses to Hillsborough-Wade Common Comments #1, #6, and #9.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1789	Hillsborough-Wade	Univ Club & Meredith	Right of way		All three options have too great of an impact on MEREDITH COLLEGE and the UNIVERSITY CLUB AT NC State. PLEASE REEVALUATE THIS. Please reconsider all of these plans and do not consider taking from a Private historic college and a state supported university. There is a better way if reevaluated. I will not choose one of the three because none are acceptable.As an alum of Meredith College, I find it devastating to take land from a beautiful campus such as Meredith College. The state development of Highways should show more respect to higher education.PLEASE RECONSIDER AND GO BACK TO THE DRAWING BOARD.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #9.
1790	Hillsborough-Wade	Univ Club & Meredith	Right of way		All of these options take too much land away from Meredith College and NCSU. I'm a graduate of both schools and disagree with taking this much property from educational institutions, especially a landlocked, historic, private women's college. There has to be another plan. I don't like that the last question didn't have a "none of these options" answer.	6	See responses to Hillsborough-Wade Common Comments #1 and #6.
1791	Hillsborough-Wade	Univ Club & Meredith	Right of way		As a Raleigh native and a Meredith College graduate, I have seen our small city grow. As a Mom of a student driver, I of course want safer roads and less congestion but I do not believe Raleigh's growth should come at the expense of Meredith College. Meredith College has been a great friend to the area and has support many important races and causes over the years. Meredith should not be negatively impacted due to Raleigh's growth when the college itself is still growing. Most of the comments here are from NC State and Meredith college ... both colleges have passionate staff and alumni ... I think reevaluating your plans and not impacting Meredith College or the NC State University club would be a step in the right direction.	24	See responses to Hillsborough-Wade Common Comments #1 and #6.
1795	Hillsborough-Wade	Univ Club & Meredith	Right of way	Eliminate Hillsborough interchange	The impact to Meredith College & to NCSU property is too great on all of these plans. Do away with the Hillsborough street access to 440 & route over to Wade ave. Do not ruin Merediths property & her future in the excellent education of women.	3	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1796	Hillsborough-Wade	Univ Club & Meredith	Right of way		As a Meredith College student, one who works in multiple areas of Wake County, and frequent traveler of the corridor, I see the committees view of expansion as the highway is often busy. However, as a student of the Meredith Community and visitor the University Club, the destruction these two properties will see for the growth of the highway, is not the way to go. Allow for the continuous growth of our campus.	3	See responses to Hillsborough-Wade Common Comments #1 and #6.
1797	Hillsborough-Wade	Univ Club & Meredith	Right of way		I understand the need to increase traffic capacity as we live off Hillsborough St. To eat up this much land and from both Meredith College and the NC State Club is not the only answer. I understand that cost and budgets are important however, so is land in Raleigh which serves for recreation and education. The University Club has spent millions of dollars upgrading and maintaining the facility - there is substantial debt to be retired as well. This plan will decimate the heart of the club. I travel all over the country and see alternatives that can be used in this case. It is simple -- use the existing corridor , elevate the through traffic. Save the open recreational space and leave room for future expansion of Meredith College.	3	See responses to Hillsborough-Wade Common Comments #1, #3, and #6. Building the extra through lanes above the existing roadway would not address the need to upgrade the on/off ramps, which are what cause the footprint to expand outside the existing right of way.
1798	Hillsborough-Wade	Univ Club & Meredith	Right of way		I don't understand why changes are needed. It is too detrimental to Meredith and University Club. The intersections aren't crowded, and there are few businesses in that area. I think funds can be used in other areas.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1799	Hillsborough-Wade	Univ Club & Meredith	Right of way		First of all, this page assesses public opinion of BOTH the Wade and Jones Franklin changes obviously. Another point that seems obvious is the fact public interest/concern was not assessed on a full scale when this project was approved. Raleigh and the research triangle as a whole is a hub for higher education and the Wade adjustment doesn't just hurt Meredith physically but it also hurts their image for prospective students. The harm caused to me is on the other side of the highway at the NCSU Club where I work. Me and another 100+ employees may not have a job by 2018. We are just one of the dozens of businesses effected by this. Do we care more about the working citizens of Raleigh or the majority of commuter/out-of-town travelers that drive through this section of I-440?	0	There was some confusion at the beginning of the on-line comment forum website for comments about the Jones Franklin Rd interchange and comments about the Hillsborough St and Wade Ave interchanges. Comments were reviewed and moved to the appropriate section in these comment response tables. Also, see responses to Hillsborough-Wade Common Comments #1, #4, and #6.
1801	Hillsborough-Wade	Univ Club & Meredith	Right of way		The triangle is unique in that we have a number of college and university programing. It would be a terrible loss of the city to value growth of traffic over growth of education. Meredith College and N.C. State graduate and faculty can be attributed to the success of the city. The future state of the city is going to be jeopardized if NCDOT penalizes the college and university.	4	See responses to Hillsborough-Wade Common Comments #1 and #6.
1804	Hillsborough-Wade	Univ Club & Meredith	Right of way		A new plan that needs to be suggested that doesn't take land away from Meredith College and NCSU. I oppose these plans greatly!	5	See responses to Hillsborough-Wade Common Comments #1 and #6.
1805	Hillsborough-Wade	Univ Club & Meredith	Right of way	Eliminate Hillsborough interchange	Meredith and the U-Club should be joining forces here. I attended Meredith and I'm also a member of the University club. We have invested hundred of thousands of dollars in improvements to the club facilities and grounds over the past 10 years and continue to pay for it monthly, because we are paying off a loan. What happens when all those improvements are torn down, and the pool is right next to the highway? The U-Club probably becomes defunct. Will members still be paying for an amenity that no longer exists? It would be better to close the ramp there when two large institutions with great histories and lots of citizen involvement are affected so greatly.	8	See responses to Hillsborough-Wade Common Comments #1, #3, #4, and #6.
1806	Hillsborough-Wade	Univ Club & Meredith	Right of way		It seems as though the real decision is how much land is taken from the University Club vs. Meredith. Given that the U-Club <b>could</b> have access to the vet school property and other adjacent land in some sort of land swap among state agencies while Meredith is landlocked, it would be more fair to take the U-club land and help them build tennis courts and parking on the other side near the vet school. If you take the land from Meredith, they just have less without really any alternatives.	12	See responses to Hillsborough-Wade Common Comments #1, #3, and #6.
1810	Hillsborough-Wade	Univ Club & Meredith	Right of way		This design impacts both Meredith College and the University Club in that land that is already developed and currently being used as a vital part of both is now in danger of being destroyed!	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1813	Hillsborough-Wade	Univ Club & Meredith	Right of way		There is no proposed option that will not have a severely detrimental impact to both the University Club and Meredith College. Both of these entities have a significant role in the history of Raleigh, NC State University, and Meredith College. My Grandmother was one of the earliest students at Meredith, the first woman in her family to go to college. Both of my parents are graduates of NCSU. I am an NCSU alum and park scholar myself. I grew up on both campuses and learning to swim and play tennis at the University Club. I have attended weddings and graduation ceremonies at both locations. It is devastating to think that I may not be able to share this history fully with my children.	3	See responses to Hillsborough-Wade Common Comments #1 and #6.
1816	Hillsborough-Wade	Univ Club & Meredith	Right of way		Prefer less impact on Meredith and University Club.	4	See responses to Hillsborough-Wade Common Comments #1 and #6.
1818	Hillsborough-Wade	Univ Club & Meredith	Right of way		First preference is no impact on Meredith or NC State. Surely the brain trust in this area could come up with more tenable solutions . Utilized design students at Meredith and State, who have a vested interest. Give them school Credit for researching the problems and presenting alternatives.	7	See responses to Hillsborough-Wade Common Comments #1 and #6.
1819	Hillsborough-Wade	Univ Club & Meredith	Right of way	Noise	None of these options properly protect the millions of dollars invested in the NC state university club and Meredith college. The additional noise and air pollution and damage to existing structures and their current use	1	See responses to Hillsborough-Wade Common Comments #1, #2, #6, and #7.
1823	Hillsborough-Wade	Univ Club & Meredith	Right of way		I agree with the many comments below that all options are unacceptably detrimental to the University Club and Meredith College. Additional evaluation is needed for plans that do not impact these invaluable community institutions.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1831	Hillsborough-Wade	Univ Club & Meredith	Right of way		These plans will negatively impact two beautiful facilities that have served many Raleigh residents. You are talking about paving over little pieces of paradise.	16	See responses to Hillsborough-Wade Common Comments #1 and #6.
1832	Hillsborough-Wade	Univ Club & Meredith	Right of way		Agree. The damage to Meredith College and the University Club is significant. This exit is not necessary and should be dropped.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1833	Hillsborough-Wade	Univ Club & Meredith	Right of way	Eliminate Hillsborough interchange	All plans have severe adverse impact to Meredith College, University Club, or both, among the areas that need improvement, this does not seem worth the cost in dollars or property impact. Why is there even a Hillsborough-Wade interchange? There are other methods to get between those streets.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
1834	Hillsborough-Wade	Univ Club & Meredith	Right of way		you need to limit the impact to the University Club and Meredith College	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1835	Hillsborough-Wade	Univ Club & Meredith	Right of way		All of these options have far too great an impact on Meredith College and will close the NC State University Club. Please come up with true alternatives! These communities are positive and vibrant additions to Raleigh and need to be preserved-thank you!	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1836	Hillsborough-Wade	Univ Club & Meredith	Right of way		Please reconsider. The impact to Meredith College and the University Club is too great. The negative consequences to both institutions will be significant.	2	See responses to Hillsborough-Wade Common Comments #1 and #6.

### On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1837	Hillsborough-Wade	Univ Club & Meredith	Right of way		None of the options seem acceptable in terms of the impact to Meredith College and the NC State Faculty club. Please reconsider the plans and look for ways to preserve as much of our college land as possible.	3	See responses to Hillsborough-Wade Common Comments #1 and #6.
1858	Hillsborough-Wade	Univ Club & Meredith	Right of way		Too much impact on Meredith and the University Club. These proposals should never have gotten this far. Unthinkable.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1861	Hillsborough-Wade	Univ Club & Meredith	Right of way		The impact to Meredith College and the University Club in all of these plans is too great for the perceived benefit. Meredith College - this historic and thriving women's college - has no room to expand in any direction and any reduction of their private property could affect the viability of the school as it grows and develops. It may seem that taking part of the commuter lot shouldn't be a problem, but many of Meredith's scholars are day students. Many of those are "Wings" students - adults who are finally able to attend college for the first time, finish a degree, or continue with their studies. With nowhere to park, these programs are affected greatly. I hope that NCDOT will consider the negative impact that these changes would bring to the Meredith campus, as well as the University Club.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1863	Hillsborough-Wade	Univ Club & Meredith	Right of way	Natural resources	All three options cause too great a negative impact on the University Club and Meredith College AND the wildlife habitat and buffers. This portion of the highway needs to be completely rethought in a way that does not destroy not only these institutions, but the way of life they create. Our family has belonged to the club for years. We are Raleigh natives and are sickened that our beloved places will be destroyed to accommodate this enlargement. You can't change Raleigh in a way that will diminish what makes it so special. The pastoral views through this area and what they provide for the wildlife are part of what make this part of Raleigh so beloved. To clear cut it while also destroying a huge part of the Club and Meredith is unacceptable. This section of the plan has clearly hit a nerve, and our voices must be heard, respected and accommodated by coming up with another solution.	2	See responses to Hillsborough-Wade Common Comments #1 and #6. The project corridor is urbanized and already includes the existing highway. The Detailed Study Alternatives would impact some forested lands along the edges of the Meredith College and University Club properties. Impacts from the project to the larger forested areas that provide wildlife habitat are minimized to the extent possible. These include Lake Johnson Park, Kaplan Park, and Museum Park.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1864	Hillsborough-Wade	Univ Club & Meredith	Right of way	Parks and greenways	<p>I absolutely agree that all options have too great an impact on Meredith and the University Club. As a 65 year old resident of Raleigh for all but 9 years, I fully appreciate the value of both institutions. I believe the DOT's disregard of them, as evidenced by these proposed designs, is appalling. The University Club struggled for years, but it has had wonderful upgrades in the last few years, under the tireless leadership of Al Weaver. It's pool is super-nice. It's geographic location, on a ridge that gets the breezes, is very pleasant. The pool would be ruined, and the tennis courts gone. I believe that both are vital to its future. It's like the DOT wants to destroy the place. Although it's been rumored for years, I always hoped this project wouldn't take the Short Game Facility and its adjacent woods.</p> <p>I still don't see why that ramp has to cut through so much nice land. Does DOT want it as straight as possible, sacrificing anything in favor of faster speeds and saving a few seconds? It seems that way with all of this. Like it was designed with a blind eye towards the institutions affected. Meredith has been a wonderful citizen of Raleigh. I'm still grateful that Meredith allowed our Greenway to go through its campus. If I ran the venerable school and this got shoved down my throat, I'd tell Raleigh to find another route for its Greenway. Surely, the DOT has to consider this as a possible outcome of this proposed land grab. I cannot believe we've waited this long, for the much-needed additional lanes only to see these proposals. We need a new design. I'd rather sit in traffic a year or two longer than see some of Raleigh's nicest places so negatively affected.</p>	13	See responses to Hillsborough-Wade Common Comments #1, #6, and #12.
1869	Hillsborough-Wade	Univ Club & Meredith	Right of way		Please reconsider, so as to eliminate adverse impact on Meredith College and NCSU. Thank you.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1871	Hillsborough-Wade	Univ Club & Meredith	Right of way		As a life long resident of Raleigh I oppose this plan and its impact to The University Club, NC State's golf facility, and Meredith's campus!	33	See responses to Hillsborough-Wade Common Comments #1 and #6.
1923	Hillsborough-Wade	Univ Club & Meredith	Right of way		All options greatly impact Meredith College and the University Club. There needs to be better options that do not impact the community.	11	See responses to Hillsborough-Wade Common Comments #1 and #6.
1959	Hillsborough-Wade	Univ Club & Meredith	Right of way		Meredith students and alum know how to cut and paste-- so many of the comments here start "as a Meredith student/alum" and contain verbatim wording-- even the misuse of pronouns-- makes one wonder if these are legit postings. Then to have them claim the DoT should take the land from "a field" or "from land that the state owns already"-- meaning, go ahead and plunder the University Club, the state can relocate that club somewhere else... rude and insensitive and NOT helpful, ladies!	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1985	Hillsborough-Wade	Univ Club & Meredith	Right of way		There has to be a way to improve the Beltline without cutting into Meredith and the University Club so much.	3	See responses to Hillsborough-Wade Common Comments #1 and #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2052	Hillsborough-Wade	Univ Club & Meredith	Right of way		I have been a member of the University Club for almost 50 years. It has provided a welcoming and comfortable for my family, friends, and coworkers all these years. Having served on numerous committees, The Board of Directors and President, my concern is well vested and great.. The economic contributions to the community as well as the environmental efforts made to be as "green" as possible will be drastically reduced if either of the proposals is accepted. The membership has been supportive throughout the years and actively involved in developing new programs, supporting the various activities and making individual contributions that have enabled the major renovations and additions that have taken place these past few years. We are proud of our staff which numbers over 100 who serve the membership and numerous civic groups and private parties. We are concerned about their future as well as that of the club. I feel more consideration can be given to these plans that will impact the NCSU Club and Meredith College to a lesser degree than those now under consideration. Thank you for your future planning efforts that can be beneficial to all. Dr, Elizabeth U .Meldau, Retired College of Agriculture and Life Sciences	0	See responses to Hillsborough-Wade Common Comments #1 through #4, and #6.
2085	Hillsborough-Wade	Univ Club & Meredith	Right of way		All three options take too much land from Meredith College and the University Club. These facilities should not bear the brunt on this project. Please rethink these options, preferably with options that do not impact these school facilities near as much.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
2116	Hillsborough-Wade	Univ Club & Meredith	Right of way		I am retired. Since the state already owns the property at the NCSU University Club and NCSU is blessed with an abundance of acreage, I suggest that all of the needed 440 expansion land be taken there and the club relocated. We knew this was coming in 1960 so why did the club not take that into account. Taking private land from Meredith will be damaging to the future of this great college, an honor to the state with long outstanding contributions to the state. Meredith had no way of knowing this would happen since their founding was over a hundred years ago.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
2162	Hillsborough-Wade	Univ Club & Meredith	Right of way		Please don't enact this damage to the facilities at State and Meredith. Not only will this potentially impact Meredith College's future growth, but it will impact the actions of present students at both schools as well, especially the pursuits of young men and women pursuing collegiate sports.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
2165	Hillsborough-Wade	Univ Club & Meredith	Right of way		I live in Durham but I work in Raleigh and I drive on I 40 every day to commute to work. I am very concerned about the impact this construction will have on the Meredith campus and the NC State faculty club.	0	See responses to Hillsborough-Wade Common Comments #1 and #6.
2290	Hillsborough-Wade	Univ Club & Meredith	Right of way	Noise	None of these options properly protect the millions of dollars invested in the NC state university club and Meredith college. The additional noise and air pollution and damage to existing structures and their current use	1	See responses to Hillsborough-Wade Common Comments #1, #2, #3, #6, and #7.
2313	Hillsborough-Wade	Univ Club & Meredith	Right of way		None of these options are acceptable. The impacts to the University Club and Meredith are too great.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.



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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2341	Hillsborough-Wade	Univ Club & Meredith	Right of way		Meredith College and the NC State University Club would be severely impacted with this, which is just awful. Both of these institutions are too valuable to be altered in any way. There are other alternatives to cutting Meredith's campus and the programs/services offered at the University Club. The club has come too far as far as what they offer to families- tennis, golf, pool, camps, activities - to have this taken away is so very sad.	5	See responses to Hillsborough-Wade Common Comments #1 and #6.
2426	Hillsborough-Wade	Univ Club & Meredith	Right of way		All options greatly impact Meredith College and the University Club. There needs to be better options that do not impact the community.	11	See responses to Hillsborough-Wade Common Comments #1 and #6.
2471	Hillsborough-Wade	Univ Club & Meredith	Right of way	Eliminate Hillsborough interchange	None of these options are acceptable. The impact on Meredith College and University Club are too great. Meredith has given such a large percentage of the College's land already for public projects. Furthermore, Hillsborough Street has lost its ability to be a good option to get to downtown, anyway. Why not just eliminate this exit and save us all stress, time, money, and land?	0	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.
2480	Hillsborough-Wade	Univ Club & Meredith	Right of way	Natural resources	Please continue to seek other options. I am a proud Meredith grad and spent much of my time on campus, as well as using the Greenway that is on campus. These plans will greatly impact Meredith's ability to expand and, therefore, provide the learning necessary to students. It will also disrupt teaching and study during the construction process. I was a commuter during my senior year, and this plan will cut into that space - where will commuters park in the future? What will Meredith do without the full use of their general athletic fields? Not to mention the impact this will have on the NCSU University Club, a residence, and the environmental impact on the streams in the area.	1	See responses to Hillsborough-Wade Common Comments #1, #2, #6, #7, #11, and #12. Permits from the US Army Corps of Engineers and the NC Department of Environmental Quality will need to be obtained prior to construction for impacts to streams. The permits require applicants to show they have avoided and minimized stream and wetland impacts to the extent practicable before providing compensatory mitigation for remaining impacts.
325	Hillsborough-Wade	Univ Club & Meredith	Traffic		Traffic does not back up here. This is excessive and needs to be revisited. Meredith and the university club should not be sacrificed for an intersection that backs up a couple of times a year.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.
1824	Hillsborough-Wade	Univ Club & Meredith	Traffic		and I gotta say, prioritizing event traffic over daily use of U Club and Meredith sets my teeth on edge	34	See responses to Hillsborough-Wade Common Comments #1 and #6.
1854	Hillsborough-Wade	Univ Club & Meredith	Traffic		I find it extremely difficult to justify and reconcile the obvious negative effects these three proposals will have on Meredith College and the Faculty Club with any potential traffic circulation improvements. I drive this route traveling south at least twice a week (8:00-8:30am) and rarely experience a significant delay. When there is a delay, it is typically caused by a disabled vehicle or accident resulting in on-looker delays. Spending over 200 million on bridges and overpasses will do little to address driver error.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

### On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
263	Hillsborough-Wade	Univ Club & Meredith	Visual impacts	Right of way	<p>Unlike many others who have commented, I have concerns about closing the Hillsborough Rd. ramps to 440. Since the front entrance of Meredith is on Hillsborough St., this would make the entrance more difficult to get to. Also, has anyone tried to get onto westbound Wade Ave from Faircloth at 5:00? Faircloth already backs up so much that a person can't get out of Meredith's side entrance and it often takes 2+ light cycles to make a left onto Wade. I'm not sure how badly Blue Ridge from Hillsborough to Wade backs up but I know it's a parking lot between Wade and Lake Boone Trail. Also related to trying to get onto westbound Wade, I'm unclear how the slight detour alternative navigates this. Is it possible to enter 440 entrance lanes from Hillsborough (I think this would eastbound -- what used to be called the inner beltline) and then exit immediately and go west on Wade? I also have a question/concern about the height of the flyovers -- will students and faculty at Meredith have to look out their window at a highway overpass? This is particularly problematic for the slight detour option. I've heard the idea of moving the Greenway to the Faircloth side of campus and think that's a good one. How do Meredith and NC State get compensated for their lost land and structures?</p>	0	<p>The I-440/Hillsborough St interchange would not be eliminated with this project. See response to Hillsborough-Wade Common Comment #10.</p> <p>Under the Slight Detour Alternative, traffic from Hillsborough St can access westbound Wade Avenue and eastbound I-440 by taking the eastbound ramp from Hillsborough to the traffic signal at Wade Ave. At the signal, vehicles can turn left onto westbound Wade Ave or continue straight onto the on-ramp to eastbound I-440.</p> <p>The flyover ramps under any of the Detailed Study Alternatives would be visible from some locations on Meredith College campus, particularly the northwest corner of campus.</p> <p>Regarding the Reedy Creek Greenway, see response to Hillsborough-Wade Common Comment #12.</p> <p>Regarding compensation, NCDOT will follow processes administered in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the NC Relocation Assistance Act (see Section 3.1.2 in the Environmental Assessment). Also, see Hillsborough-Wade Common Comment #3.</p>
264	Hillsborough-Wade	Univ Club & Meredith	Visual impacts	Right of way	I completely concur with this.	2	This comment is concurring with Comment #263. See response to Comment #263 under Topic2-Visual Impacts in this section.
2340	Hillsborough-Wade	Univ Club & Meredith			None of these options makes sense for the Meredith college, university club or NCSU communities, as a proud alumnus who graduated with the class of 2016, I do not want to see the safety and potential for growth of the campus ruined by a short sighted move on the part of the NCDOT.	1	See responses to Hillsborough-Wade Common Comments #1 and #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
298	Hillsborough-Wade	Meredith College	Alternatives		The State should go back to the drawing board and rethink this part of the project for the sake of the huge impact it will have on the campus of Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
346	Hillsborough-Wade	Meredith College	Alternatives		The facts regarding this interchange are clear. All three interchanges would permanently disrupt the ambiance and learning environment of Meredith College. Not only will it effect the atmosphere of the campus, but it will prevent Meredith College from expanding, adding buildings and other educational spaces. As a North Carolina native, I know that NC values education, but this seems like a plan that has been put together with disregard towards a historical college located in the capital city. As one of the only remaining all women's colleges, it would be a shame for North Carolina to put ease of transportation before historicity and preservation of a significant educational institution. All three plans are unacceptable. Losing approximately 20% of the campus is unacceptable. As an alum, a history major, and a Master of Divinity from Baylor University, I beg that you consider the continued wellbeing of Meredith College and it's excellent reputation -- both of these things are at stake if DOT moves forward with ANY of these plans. Meredith brings goodness to the Raleigh area, don't let this project prevent goodness from continuing to grow!	1	See response to Hillsborough-Wade Common Comment #6.
350	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>Move the changes to the west of the current location of I-440 between Hillsborough street and Wade avenue. There seems to be available land there.</p> <p>—All three of NCDOTs plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.</p> <p>—Any of NCDOTs three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.</p> <p>—NCDOTs plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.</p> <p>—Under all of NCDOTs three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.</p> <p>—NCDOTs plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.</p> <p>—NCDOTs three plans also harm other area organizations to an unacceptable degree.</p>	1	See responses to Hillsborough-Wade Common Comment #6 through #9, #11, and #14.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
363	Hillsborough-Wade	Meredith College	Alternatives		While traffic delays will not improve on their own, I'm concerned that the alternatives being proposed between Hillsborough and Wade Avenue will not cure the problem. Referring to the parcels being taken from Meredith College as a parking lot and athletic field downplay their environmental and economic impact on the school and Raleigh. Not only do these parcels enable Meredith to provide a connector in Raleigh's Greenway System (marsh-like/wetlands area) and a welcoming campus for its student today, losing these areas will affect the school's ability to use their property as needed to embrace the future and remain on the forefront of educating strong women. Please go back to the drawing board and consider options incorporating different levels/elevations rather than cutting such a wide path. Doing so may be more expensive; but our land/natural resources are limited and priceless.	1	See response to Hillsborough-Wade Common Comment #6.
366	Hillsborough-Wade	Meredith College	Alternatives	Lighting	I live in an area of Cary that is adjacent to US1. When US 1 was enlarged to 3 lanes in each direction, we understood that traffic sounds would increase. Is it louder? Yes. Are the trucks who use their air breaks so loud that they can awaken us during the night, especially during winter when the leaves are off the trees? Yes. What we did not expect was the extent to which the super bright lighting of the interchange nearest our neighborhood would affect us. We are now somewhat accustomed to the orange glow we have every night, reminding us of old science fiction movies. The lighting fixtures are actually so tall they peep out over the mature trees that are supposed to buffer our neighborhood from lighting pollution. Any road improvements that reduce the existing trees and result in an increase of noise and light pollution for the current or future college students who reside at Meredith is a terrible idea. Any road improvements that increase light and noise pollution in classroom buildings at Meredith College should also be avoided. Please don't suggest to resolve these issues with a sound wall. Depending upon the structure's distance from the wall, they have been shown to actually increase road noise. Please go back to the drawing board. With all of the engineering expertise in this region, surely there is a better solution out there to help traffic flow faster in this area.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #8.
372	Hillsborough-Wade	Meredith College	Alternatives		This is not a good idea. This will not help in the long run with traffic. See DC area, Atlanta, they have more roads and a lot more traffic. This will greatly impact Meredith College's future and student life. Do not kill one of the remaining girls only private colleges.	1	See response to Hillsborough-Wade Common Comment #6.
374	Hillsborough-Wade	Meredith College	Alternatives		I would recommend that DOT go back to the drawing board so as to develop a less intrusive plan. Otherwise, Meredith would be affected negatively forever.	2	See response to Hillsborough-Wade Common Comment #6.
396	Hillsborough-Wade	Meredith College	Alternatives		The Slight Detour seems like the least of the three evils. I would love to keep the Hillsborough interchange with I-440 and Wade Avenue with as little impact to Meredith as possible. Please keep the Meredith students in mind - we do not wish to have traffic directly next to our art building and library, along with other buildings.	0	See response to Hillsborough-Wade Common Comment #6.
398	Hillsborough-Wade	Meredith College	Alternatives		While Alternate C would be my preference, though working with Meredith would be better to ensure that their campus is not affected, or barely affected. I have no "skin in the game," as it were, but the needs of Meredith must be taken into great consideration!	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
399	Hillsborough-Wade	Meredith College	Alternatives	Visual resources	<p>As a Raleigh resident who has an extreme vested interest in Meredith's well-being, I have to say that, if I HAD to pick 1 of these 3 options, it would be Alternative C - Slight Detour. Any flyovers will negatively impact Meredith's campus. With over 2000 students affected, many of whom are residents of on-campus housing that are in close proximity to the project area, the visual and audible beauty of Meredith's campus needs to be a strong consideration. While these on-campus residents are not, technically, Raleigh residents that would yield a sound barrier, they do need to be considered in the project. One of Meredith's greatest assets in attracting new students is it's campus that is a pristine and almost utopic campus that is unaffected by the immediate surrounding metropolitan area. To install a "superhighway" overlooking the campus will immediately remove this competitive asset.</p> <p>The Slight Detour alternative offers two benefits that the others do not: less land invasion and relocation of the Greenway trail to Faircloth St.</p> <p>Please also consider some type of sound barrier for Meredith's campus. With 2000+ students attending class and living on campus in close proximity to the new highway, we respectfully request that additional soundproofing be considered.</p>	0	See responses to Hillsborough-Wade Common Comments #6, #7, #12, and #14.
401	Hillsborough-Wade	Meredith College	Alternatives		<p>While I very much appreciate Alternative C recognizing the need to limit the impact on Meredith's campus, I strongly encourage you to work directly with the president of Meredith College on options, including alternates to the three presented. While those of us affiliated with Meredith realize the importance and necessity of widening I-440 through this bottlenecked section, the NCDOT must work hard to prevent irreversible damage to a nationally recognized, but landlocked, women's college. Allow the college to be a partner in this endeavor... not an opponent.</p>	1	See response to Hillsborough-Wade Common Comment #6.
468	Hillsborough-Wade	Meredith College	Alternatives		<p>I would like to say that this proposal sounds absurd. Why is taking 1/5 of Meredith's campus away even being discussed. I am a Meredith Alum. from 1994. The small, serene, historic campus is a jewel in the midst of a big city. Losing land doesn't allow for future growth, disturbs the peace for the students who live there. Please make another plan. This one is not reasonable and would be devastating for Meredith College.</p>	1	See response to Hillsborough-Wade Common Comment #6.
732	Hillsborough-Wade	Meredith College	Alternatives		<p>As a Meredith College alumnae and frequent user of the beltline, I'm asking NCDOT to design a less intrusive option. All of the options have a significant impact on Meredith College, which I do not agree with. These options would result in a reduced campus size, fewer natural areas and a louder, urban setting for Meredith College, which could ultimately hinder Meredith College's success as a private, all-women's institution that prides itself on a beautiful campus setting in a city environment.</p>	1	See response to Hillsborough-Wade Common Comment #6.
733	Hillsborough-Wade	Meredith College	Alternatives		<p>Please rethink any plan that has a negative impact on the Meredith College Campus. The campus should not be sacrificed for a DOT project. There are alternatives. PLEASE RETHINK THIS SO IT DOES NOT IMPACT MEREDITH COLLEGE!</p>	1	See response to Hillsborough-Wade Common Comment #6.
734	Hillsborough-Wade	Meredith College	Alternatives		<p>As you know, Meredith College has long supported the local community and we believe the expansion of the I-440 beltline is necessary, but we cannot idly sit by and accept plans that will fundamentally affect students living and learning at Meredith.</p>	1	See response to Hillsborough-Wade Common Comment #6.
738	Hillsborough-Wade	Meredith College	Alternatives		<p>NCDOT needs to go back to the drawing board! These plans will impact Meredith College in a profoundly negative way!</p>	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
739	Hillsborough-Wade	Meredith College	Alternatives		Meredith College graduates have a huge impact on Raleigh. Don't do this to the campus! Think of other ways please!	1	See response to Hillsborough-Wade Common Comment #6.
740	Hillsborough-Wade	Meredith College	Alternatives		Do not take land away from Meredith College. Taking land away from places of education is absurd to me as it's home to many students and commuters. Frankly speaking, don't spend my money taking land away from my alma mater.	3	See response to Hillsborough-Wade Common Comment #6.
741	Hillsborough-Wade	Meredith College	Alternatives		All of the options impede future development of Meredith College. It is a college that has stood the test of time, and continues to expand. Please consider another alternative. This will only hurt the college and detract from future development. I'm not sure how that solves a problem. It seems it would only create more.	1	See response to Hillsborough-Wade Common Comment #6.
742	Hillsborough-Wade	Meredith College	Alternatives	Construction	I oppose this plan. I am a Meredith College graduate and one of the primary reasons I chose this school was because of the campus. Having the beltline construction, congestion, workers, lights, noise, and room for growth our campus may quickly lose its appeal for safety and quaintness. I encourage the NC-DOT to explore less harmful options.	4	See responses to Hillsborough-Wade Common Comments #6, #7, #8, and #11.
743	Hillsborough-Wade	Meredith College	Alternatives		The solution to updating I440 should not include the Meredith College campus. Doing so, would significantly impede the future growth of this wonderful school. I oppose this plan.	1	See response to Hillsborough-Wade Common Comment #6.
745	Hillsborough-Wade	Meredith College	Alternatives		As a Raleigh native and Meredith College alumnae, I adamantly oppose this proposal. The land taken away from the college and possibly used for road expansion would negatively impact the future of Meredith College's growth and recruitment. Meredith College is a beautiful piece of Raleigh's history that deserves to be left intact. Thank you for your consideration.	1	See response to Hillsborough-Wade Common Comment #6.
746	Hillsborough-Wade	Meredith College	Alternatives		As a Raleigh native and Meredith College alumna, I completely oppose this plan and respectfully ask that you consider alternatives. Our beautiful campus is part of Raleigh's history that is being chipped away each year in the name of growth. Please leave this piece of history intact so that the college itself may use her land to grow in the future, if deemed necessary and right to do so. Thank you.	4	See response to Hillsborough-Wade Common Comment #6.
747	Hillsborough-Wade	Meredith College	Alternatives		None of the options are ideal because they have too great an impact on Meredith College and the college's current campus and future growth. Please reassess this interchange and see if there is another way to expand I-440 without impacting the campus and its current environment.	1	See response to Hillsborough-Wade Common Comment #6.
748	Hillsborough-Wade	Meredith College	Alternatives		I teach at Meredith, and the proposed plan impedes the college's plans to expand. As a women's college, Meredith is now as relevant as ever. Listen to the news for gender imbalance and the rhetoric surrounding this issue. Yet you want to reduce its land and ability to grow?	51	See response to Hillsborough-Wade Common Comment #6.
749	Hillsborough-Wade	Meredith College	Alternatives		Each option encroaches on the Meredith campus. The college needs their land to expand. Commuting and driving may be important but not more so than education and the rights of a private institution to fulfill its mission to its students and the community.	54	See response to Hillsborough-Wade Common Comment #6.
750	Hillsborough-Wade	Meredith College	Alternatives		Please go back and replan your invasion of Meredith College land. This is such an invasion of such an important college. It's impact will be massive.	2	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
751	Hillsborough-Wade	Meredith College	Alternatives		This is an horrendous action by NCDOT. This college is so vital to so many people, students, alumnae and staff as well as the community. This needs to be redesigned not to affect Meredith College so much.	0	See response to Hillsborough-Wade Common Comment #6.
752	Hillsborough-Wade	Meredith College	Alternatives		These options negatively affect Meredith College too much and I do not support them. I would like to see an alternative that does not take away land and limit future expansion opportunities for the College.	1	See response to Hillsborough-Wade Common Comment #6.
756	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College grad and a Raleigh resident for almost 20 years, I oppose this plan and the impacts to the Meredith campus. I hope DOT can find a way to continue to improve 440 without taking away from existing businesses and schools.	4	See response to Hillsborough-Wade Common Comment #6.
757	Hillsborough-Wade	Meredith College	Alternatives		With the impacts to Meredith, I hope the DOT can continue to explore alternative options to reduce taking land from Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
758	Hillsborough-Wade	Meredith College	Alternatives		Do not take land away from Meredith College. Rethink the plans that do not take valuable land away from the school.	1	See response to Hillsborough-Wade Common Comment #6.
759	Hillsborough-Wade	Meredith College	Alternatives	Construction	All the options result in significant loss of Meredith College Property. Existing student parking is significantly affected in all options, and a large area of forested land north of Wade Ave is lost in two of the options. Also, this is going to be the most extensive part of the project with ongoing noise and nighttime impacts lasting several years. Please consider maximum mitigation efforts for Meredith College.	0	See responses to Hillsborough-Wade Common Comments #6 and #11.
760	Hillsborough-Wade	Meredith College	Alternatives		Please rethink how Meredith is impacted. Meredith, the campus and community are an important part of Raleigh and have been for years. Don't destroy this the tranquility and beauty of this campus.	2	See response to Hillsborough-Wade Common Comment #6.
763	Hillsborough-Wade	Meredith College	Alternatives		I have lived in Raleigh for many years and grew up coming to Raleigh to visit family. It saddens me to see my city become a city lacking the character and charm of what I remember so fondly. Yes, I agree progress is good, but only good when well planned and carried out to preserve Raleigh as the city so many people love. This brings me to the Hillsborough / Wade Avenue exchange. Meredith College is one of our treasures and will be too impacted by plans in place. Meredith is growing, but with these plans land will be taken and how will this valuable and much loved institution have land to grow? You plans will paralyze this campus, not to mention the impact plans will have on the students and community that depend on Meredith. I am a Meredith graduate and can testify to what this school means to me and has meant to generations of students. Find another way that will not so directly impact Meredith.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
766	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>If this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.</p> <p>The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.</p> <p>Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.</p> <p>NCDOT's current plans also harm all of the impacted areas to a huge extent! Surely there is a less invasive alternative. DOT seems to have planned to foster the driving of fools and the impaired not law abiding citizens, the majority of drivers.</p>	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
767	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>All options will potentially destroy the future potential for the growth and expansion of Meredith College. This historic property and all those who now study and work there will be adversely affected by the noise, hazardous dust and carbon dioxide fumes from traffic and potential wrecked vehicles or large implements that can roll off of passing trucks. There is not a wall high enough to replace the large tree barriers that have grown strong over the years. I am a 65 year old graduate of Meredith. Meredith now has a growing "Wings" program for older students. We have graduated over 500 of these commuter students who park where land will be taken. The program is growing with Veterans, women who are able to go back to school after raising their families or just to get better jobs. Traffic on Faircloth and Hillsborough Street will cause further delays in accessing Meredith and use more gas that is sometimes at a premium for these students. We have 300 male students who are earning their MBA at night on the Meredith campus The College has been recognized as a Garden Community because many alumnae have donated flowering trees, and plants It is the home of Soccer Champions Local businesses seek out our students when they are interns and graduated students as excellent employees. We graduate students who become "Teachers of the Year" in Wake County. Meredith significantly participates in the economy of Wake County. We enroll paying and scholarship students Many of our students have to live off campus so they are paying rent. Our students are required and enjoy participating in community projects so they are accustomed to volunteering where ever home happens to be in the world. We have a organic vegetable garden for use by our students and our Meredith kitchen...how would fumes and dust affect that ongoing opportunity to learn how to grow healthy food and provide it to those who use it? Did you know that Meredith College has a program for Autistic Children. These young children have a playground right outside their school room. It is on the side where huge cranes and moving dirt will be heard and be ingested by these children. Meredith is a year around beautiful community of diverse people who love being there. We are the Meredith Angels. We are Meredith Strong...We are committed to being good neighbors...welcoming people of all walks of life. We want to maintain our growing College for young and older women to become strong leaders and participants in a uncertain world. My doctor even picks blackberries on our campus...Meredith College is a Treasure for our community. It provided me an opportunity to get my degree and to experience life-changing opportunities...even spend the summer in one of our Meredith</p>	4	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
768	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>None of the options are acceptable! I am a Meredith graduate. Has DOT thought about the fumes, during construction, or after construction or the noise and lights and the loss of the tree barrier. We have autistic children learning on the campus as well as traditional students, non traditional students and mail MBA night students. Meredith cannot afford to give up any of its land if it is to grow and continue to educate women of all ages. They are Soccer champions. They bring money into the County by being Meredith students and many live off campus and are commuter students who park in the areas to be taken. Traffic on Faircloth Street will be heavier and commuting students will be forced to spend more money on gas and time getting to class. These plans are totally detrimental to a campus that has students, faculty, staff and visitors on campus 24/7 who will be negatively impacted by any of the proposed plans. It is unthinkable to me after riding through the campus today and seeing what is being considered that DOT would propose such destruction of a historic, successful, college that is a obvious TREASURE for Wake County. Who were the Engineers...have they spent time on the campus...where we pride ourselves in welcoming a very diverse community of learners from all over the world. Come August 19 and 20 and see who lives at Meredith. See our organic vegetable garden that will be covered with unhealthy dust and will become non existent...I graduated at age 65...one of those non traditional students...I am going strong at 78....stronger because of my experience at Meredith College...and their study abroad programs. Say it isn't so....I am in complete shock to think that anyone would propose this kind of route...why aren't you destroying all the houses on Glenwood Avenue and Wade Avenue....Glenwood is U. S. 70....Please do the right thing and go back to the drawing board. Ginger Alexander Neustadt</p>	2	See responses to Hillsborough-Wade Common Comments #6, #7, #8, and #11.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
769	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>ATTENTION MEREDITH COLLEGE SUPPORTERS: I know you, and I are being diverted by the Texas floods and our President's constant diversions and the protestors in the streets complaining about Confederate memorials...BUT unless you are involved personally in those issues...MEREDITH COLLEGE AND ITS FUTURE IS RIGHT HERE IN RALEIGH AND SERVES STUDENTS FROM ALL OVER THE WORLD. Yesterday Women celebrated the right to vote. We've come a long way Baby as past advertisers have used the gains women have made in the US and elsewhere.</p> <p>Was it Africa where the women finally got tired of the war and stood together to stop it and it worked. We can stand together to save Meredith College's land. We don't need fancy flyaway bridges in North Carolina. That Federal money could be used to feed the hungry children and help them with school supplies. 80% of the money for this project is Federal money. Where is it coming from? Where is the chief engineer on this project coming from? Is he trying to make a name for himself at the expense of one of the best Women's Colleges in the US. A college that is growing! Bringing in money. We have autistic children on our campus. Can you imagine the fear when big bulldozers and cranes and workman invade our campus. We only have until September 8...to make DOT go back TO THE DRAWING BOARDS AND MOVE AWAY FROM MEREDITH AND THE NC STATE FACULTY CLUB PLEASE...focus your attention back on North Carolina until September 8, when we can all do what we can for the people of Texas. Don't let our President detract you from the issue right here in Raleigh that will affect over 2000 students, faculty and staff at Meredith. Write you message to DOT now. It only takes a minute and then you can go back to the distractions happening in our Country and World. Let your thoughts be known.....Go look at the area being planned to destroy on the Meredith Campus....Why....This is a place where women thrive and become lifetime friends....HELP</p>	2	See responses to Hillsborough-Wade Common Comments #6 and #11.
770	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	<p>I am a current Meredith student and this is NOT a good plan. Meredith is a historical landmark in our city and should be treated as such. This land was outlined in a way that would only benefit the thousands of students that would come through. Meredith is an active part of life in Raleigh, such as hosting events and welcoming members of the community to use the greenway that crosses through campus. The history that this land holds should not and cannot turn into another construction project. There are thousands of people that will be negatively impacted by this proposition--students, faculty, and staff at Meredith and NC State, staff at the NCMA, and anyone who lives in the areas surrounding both campuses and the beltlije. We need to be looking for other solutions rather than trying to take away land that has meaning and purpose to so many.</p>	2	See responses to Hillsborough-Wade Common Comments #6, #9, and #12.
771	Hillsborough-Wade	Meredith College	Alternatives		<p>As a Meredith Cillage graduate, Meredith College faculty member, and Raleigh citizen, I have travelled this corridor for more than 20 years. It desperately needs "updates" but the solution is not to impede the future growth of Meredith College.</p>	2	See response to Hillsborough-Wade Common Comment #6.
772	Hillsborough-Wade	Meredith College	Alternatives		<p>NCDOT -- please go back to the drawing board and design a less intrusive and impactful option for lane expansion in and around Meredith College and the University Club. Both of these will be negatively impacted. In all options, Meredith College will be losing far too much of its current campus and the NCDOT will be responsible for negatively impacting the College's future growth.</p>	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
773	Hillsborough-Wade	Meredith College	Alternatives		I see the need to improve I-440 traffic flow but do not feel it should be such a major impact on the Meredith College campus. My mother went there and my daughter goes there now. Please reconsider the plan so that this historic college of learning may continue to influence students to prepare for their future lives.	0	See response to Hillsborough-Wade Common Comment #6.
774	Hillsborough-Wade	Meredith College	Alternatives		None of the proposed options are suitable for Meredith College. A reduction in campus size will hinder growth. Meredith is a thriving academic campus, one that provides our community with exceptionally qualified individuals who are local CEOs , teachers in local schools, entrepreneurs and VPs in local businesses . A decision such as those proposed above would squander the potential future contributions of this academic resource.	1	See response to Hillsborough-Wade Common Comment #6.
775	Hillsborough-Wade	Meredith College	Alternatives		NCDOT should go back to the drawing board and design a less intrusive and impactful option for lane expansion. I cannot idly sit by and accept plans that will fundamentally affect students living and learning at Meredith.	2	See response to Hillsborough-Wade Common Comment #6.
776	Hillsborough-Wade	Meredith College	Alternatives		As an alumna of Meredith College, I recognize that updates and changes must be made and safety of the citizens using the Beltline is the highest priority; however, isn't there another solution? Please consider making necessary changes without interrupting the growth of this amazing institution of higher education.	3	See response to Hillsborough-Wade Common Comment #6.
777	Hillsborough-Wade	Meredith College	Alternatives		I am a Meredith College graduate, and I still travel this road at times on the way to and from work. I understand that updates need to be made but the solution is not to take land from Meredith. The college continues to grow every year and is already surrounded by roads. Taking this land from Meredith would hurt the college, and that is a shame since Meredith had been such an asset to the community. I ask that the DOT find another way to improve 440.	30	See response to Hillsborough-Wade Common Comment #6.
778	Hillsborough-Wade	Meredith College	Alternatives	Noise	As an alumna and parent of a current Meredith senior I am deeply troubled by the proposal to take 20% of private property owned by Meredith College for road expansion. Meredith is already landlocked and needs all the current property for future expansion and growth. In addition the increased amount of fumes and noise from traffic is detrimental to the students and faculty at Meredith College. Meredith has always ranked high in safety and this proposal will negatively impact ratings. The college needs all the land they currently have for future growth to continue being a top rated college for young woman. Please consider looking at other options for road expansion instead of taking land from a small college who impacts woman to be future and strong leaders of our community.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
780	Hillsborough-Wade	Meredith College	Alternatives		As a current Meredith College student, I strongly oppose this plan of expansion. This section of the beltline desperately needs to be updated. However, the solution is not to impede the growth of Meredith College. Meredith is an award winning institution and has been an asset to the community through the support of faculty and students. Now is the time for the community and state to recognize the contributions that the strong women of Meredith College have provided and to encourage more strong women to learn and grow.	5	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
781	Hillsborough-Wade	Meredith College	Alternatives		After seeing these maps, it's apparent that these options take away so much of Meredith college land. Taking that land will hugely impact the charm and character of Meredith. As an alumna, it hurts my heart to see the city I fell in love with (while attending Meredith) take away so much of such a precious place. Raleigh DOT- please consider the fact that you are taking away the opportunity for Meredith college to grow and prosper for years to come. Think of the impact this will have on the future of Raleigh when you cut the opportunity to one of the best women's colleges in the nation to grow. Please get creative and find anew solution that doesn't jeopardize a Raleigh gem.	1	See response to Hillsborough-Wade Common Comment #6.
782	Hillsborough-Wade	Meredith College	Alternatives		Please rethink the current plan. You will be crippling Meredith College from expanding. Meredith is a special place in Raleigh, significant in North Carolina's history, and this plan will negatively affect the beauty and safety of the college. As Meredith commuter student I am directly impacted by this proposal, as the proposed expansion will wipe out the commuter parking lots at Meredith.	1	See response to Hillsborough-Wade Common Comment #6.
783	Hillsborough-Wade	Meredith College	Alternatives		I am a real estate broker and own a firm as well as being a Meredith graduate and participant in their WINGS program -- non-traditional age college students who balance their personal lives, jobs and families while they earn an undergraduate degree. The benefit of this program is not able to be measured both in the lives of the individual participants or in the overall improvement to our communities. My lack of understanding is why a city or state would focus on destroying the establishment, i.e., Meredith College which has provided so much good and so many well educated women to Raleigh, the surrounding area, the rest of the state and the nation. There has to be another choice and while I understand Amendment V of the US Constitution gives the right of eminent domain to the government, it also specifies that "the taking" is a benefit to the public. How in the world could the damaging of one of the finest colleges in the nation be "for the benefit of the public?" Can we take a step back and chat again?	2	See response to Hillsborough-Wade Common Comment #6.
784	Hillsborough-Wade	Meredith College	Alternatives		The website does not allow me to choose where I work and part of the time it is in Raleigh and Cary -- I am a real estate broker and own a firm. I am also a Meredith graduate of their WINGS program -- non-traditional age college student who balances their personal life, job and family while they earn an undergraduate degree. The benefit of this program is not able to be measured both in the lives of the individual participants or in the overall improvement to our communities. My lack of understanding is why a city or state would focus on hurting or destroying the establishment, i.e., Meredith College which has provided so much good and so many well educated women to Raleigh, the surrounding area, the rest of the state and the nation. There has to be another choice and while I understand Amendment V of the Constitution gives the right of eminent domain to the government it also specifies that "the taking" is a benefit to the public. How in the world could the damaging of one of the finest colleges in the nation be "for the benefit of the public?" Can we take a step back and chat again? Carolyn Hriso	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
786	Hillsborough-Wade	Meredith College	Alternatives	Noise	Meredith College has long been a place of beauty and strength. I live in Chapel Hill, but, as an alumnae, visit the campus on a regular basis. I love it and take pride in it. Every square foot of land you take from it will limit future growth and add to the noise level. Many graduates end up living in the Triangle, and that has been true for our 125+ years of existence. Please do not destroy the place we love so much! Please come up with a new option with less impact on Meredith, its quiet beauty and history of supporting the community and state.	0	See responses to Hillsborough-Wade Common Comments #6 and #7.
787	Hillsborough-Wade	Meredith College	Alternatives	Design	Asking a small college to surrender nearly 20% of its campus is too much to ask. Land comprises an important part of an institution's value. Forcing a small college to surrender nearly 20% of its real estate impacts its ability to grow, borrow money, and maintain an environment that is beneficial to its students. While infrastructural development is a public good these plans ask too much of an institution that also serves the public in significant ways and will so negatively impact it that its future could be severely injured. These plans need to be revised significantly. Perhaps finding a way to go up rather than out could be found.	1	See response to Hillsborough-Wade Common Comment #6. In the Wade Ave and Hillsborough St interchange area, the on/off ramps need to be upgraded to current NCDOT and FHWA design standards in addition to adding the extra two through lanes along I-440. Building the extra through lanes above the existing roadway would not address the need to upgrade the on/off ramps, which are what cause the footprint to expand outside the existing right of way.
788	Hillsborough-Wade	Meredith College	Alternatives	Design	Taking nearly 20% of the Meredith College campus is too much to ask of a small college in an age when land represents its greatest asset. This extraction would hurt the institution's ability to grow, borrow money, and provide facilities for its students. All of these plans need to be scrapped and new ideas considered. Is there a way to go up rather than out?	1	See response to Hillsborough-Wade Common Comment #6. In the Wade Ave and Hillsborough St interchange area, the on/off ramps need to be upgraded to current NCDOT and FHWA design standards in addition to adding the extra two through lanes along I-440. Building the extra through lanes above the existing roadway would not address the need to upgrade the on/off ramps, which are what cause the footprint to expand outside the existing right of way.
790	Hillsborough-Wade	Meredith College	Alternatives	Noise	I think this has not been thought through as to the long term/longitudinal effects this can and most likely will have on Meredith's future. This is a private and historic campus that is important in our state's history of educational rights for women. It has been listed in the top ten lists of women's colleges in south. Traffic progress is something that is necessary but not at the expense of my alma mater as well as other institutions in the affected area. Meredith continues to grow, reach and empower young women and to cut the size of this campus while bringing in light and sound pollution, possible safety concerns for a woman's college, the inability to grow and provide for students in the future is not the price that should be paid for traffic elimination. Please rethink this proposal, listen to the many voices connected to this campus and its history not the voices of those who are only looking forward temporarily and are missing the progress that is brought on by those GOING STRONG due to what we learned at our time there and the campus we love still. C/O '98 JC	1	See responses to Hillsborough-Wade Common Comments #6, #7, #8, and #11.
791	Hillsborough-Wade	Meredith College	Alternatives		Our beautiful campus should not be sacrificed to this issue! We are already a small school and a historic one, this would just impede our growth as a school. Please consider another solution!!	5	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
792	Hillsborough-Wade	Meredith College	Alternatives	Noise	All of the options have too big of an impact on Meredith College and NCSU. Please go back and reconsider the impacts and devise a new option. The amount of land being taken from Meredith is excessive. Not only does this impact the beauty of the campus, it will create too much noise, light, and fumes. Meredith is known for it's beautiful campus and this highway will not only take away precious land, it will be an eyesore on campus. There is no way to hide the highway. Taking up to 17 acres is extreme. Over the years Meredith has given up land for roads and we have been good corporate citizens, but this is too much. As a graduate and board member, I am aware of the need to improve the highway, it there has to be another option. Move the entire interchange back away from campus. Please realize that this is a lasting impact filled with negatives for Meredith College.	2	See responses to Hillsborough-Wade Common Comments #6, #7, #8, #14, and #15.
793	Hillsborough-Wade	Meredith College	Alternatives		Meredith college is such a unique all women's school and taking some of their campus away will make such a terrible impact on the campus we use every amount of land on it and I feel as this isn't the way to Make the built line better	2	See response to Hillsborough-Wade Common Comment #6.
794	Hillsborough-Wade	Meredith College	Alternatives		As a proud alumnae of the class of 2016 I am fully opposed to this plan. The NCDOT can and should find a better more equitable way of exploding the I-440 corridor without clipping the wings of our beloved campus.	1	See response to Hillsborough-Wade Common Comment #6.
795	Hillsborough-Wade	Meredith College	Alternatives		Please go back to the drawing board and design a less intrusive and impactful option to Meredith College.	2	See response to Hillsborough-Wade Common Comment #6.
796	Hillsborough-Wade	Meredith College	Alternatives		<p>As a Georgia girl, I knew before even driving around the "Meredith Mile", that it was the college for me. It's lush, green campus made me feel right at home. The campus, which attracts bright and charismatic women locally, nationally, as well as internationally, are likely to find careers in Raleigh and give back to their community. DOT, please reconsider your plans to overtake so much of the MC and NCSU campuses, which are a real treat these days, being in the heart of Raleigh.</p> <p>Although 17 acres may not seem like a huge concern for the DOT, it is most definitely a concern to others. We all realize that there is a dire need for expansion on the beltline near Hillsborough Street; however, we are asking that the DOT find another way.</p> <p>In my line of work as a nurse, we are challenged each and every day to find alternate methods to achieve the same, or even better outcomes. As a 17-year veteran of Raleigh, NC and Meredith College alum, I am asking you to do the same.</p>	1	See response to Hillsborough-Wade Common Comment #6.
797	Hillsborough-Wade	Meredith College	Alternatives		<p>Our Meredith Campus has the quiet and serene atmosphere for living/ study / reflection / and private renewal both presently and historically. The present planned expansion of the Beltway would jeopardize the integrity of the campus atmosphere and be exceedingly destructive to future growth and expansion of the college's programs and needs</p> <p>Another plan for this highway's modification should be created Such a plan should be respectful Of Meredith's property and purpose</p> <p>Marti Elliott-Best Class of 1972 Onyx Society Member</p>	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
798	Hillsborough-Wade	Meredith College	Alternatives		As a graduate of Meredith College, I support the College's position that NCDOT needs to go back to the drawing board and design a less intrusive and impactful option for lane expansion.	2	See response to Hillsborough-Wade Common Comment #6.
799	Hillsborough-Wade	Meredith College	Alternatives		The NCDOT needs to go back to the drawing board and design a less intrusive and impactful option for lane expansion. Honor Meredith College!	5	See response to Hillsborough-Wade Common Comment #6.
800	Hillsborough-Wade	Meredith College	Alternatives		Choose another pathway than besides through our beautiful Meredith campus! The beloved grounds are used by all community members and it would be a shame not to preserve something so sacred and well kept with such rich Raleigh history. Pave paradise and put up a parking lot? No thanks! Find another plan please.	6	See response to Hillsborough-Wade Common Comment #6.
802	Hillsborough-Wade	Meredith College	Alternatives		Need to find an alternative to taking 1/5 of Meredith College. Not fair to the college since you can't give them any land I exchange. It's been growing and expanding over the past 20+ years. How is the 120+ year old college to grow and enhance strong women into the world? FIND ANOTHER SOLUTION!!!!	0	See response to Hillsborough-Wade Common Comment #6.
803	Hillsborough-Wade	Meredith College	Alternatives		Please do not allow this project to have any impact on Meredith College whatsoever. As a 1976 graduate of Meredith, I have always enjoyed returning to visit my beautiful campus. This is a historic college that means so much to so many women throughout the years. It's peace and serenity need to be maintained along with the option for continued growth. Please find another way to complete this project. Thank you.	3	See response to Hillsborough-Wade Common Comment #6.
804	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	I'm very concerned about the impact this project and the Wade Avenue/Hillsboro Street project will have on the Meredith campus and it is presenting many barriers to future expansion and changing a historical landmark! Please go back to the drawing board and re think this project!	1	See responses to Hillsborough-Wade Common Comments #6 and #9.
805	Hillsborough-Wade	Meredith College	Alternatives		All 3 options are unacceptable in the impact on Meredith College. The only option is to go back to the drawing board and come up with an option that doesn't steal from a College that is historic and private. It will seriously impact the recruitment of the school and th	0	See response to Hillsborough-Wade Common Comment #6.
806	Hillsborough-Wade	Meredith College	Alternatives		Meredith cannot afford to lose this land! Please protect our school :-)	0	See response to Hillsborough-Wade Common Comment #6.
807	Hillsborough-Wade	Meredith College	Alternatives		I- 440 Beltline proposal between Hillsborough and Wade will negatively impact Meredith College. Please consider this historic college as you plan this highway.	0	See response to Hillsborough-Wade Common Comment #6.
808	Hillsborough-Wade	Meredith College	Alternatives		As a recent Meredith College graduate with a younger sister who also just started her journey at MC, I agree with improving I-440, but disagree with the solution of taking a fifth of Meredith's campus to do so. One of the reasons my sister and I chose to attend Meredith was due to it's beautiful landscape and location in Raleigh. MC is already a small community that is continuously growing and I could only imagine the impact this will have on MC's alumna, faculty, and current/future students. I hope the NCDOT will explore options that do not intrude on Meredith's campus!	20	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
809	Hillsborough-Wade	Meredith College	Alternatives		Please find an alternative to taking irreplaceable land away from Meredith College. As an alum and a lifelong resident of the area, I know places like Meredith are invaluable representations of our history and community. If you take land away from the college, there is no going back. Meredith has a finite area in which to expand its buildings and facilities and each square foot is precious to the students, staff, faculty, and Wake County residents who use it.	1	See response to Hillsborough-Wade Common Comment #6.
810	Hillsborough-Wade	Meredith College	Alternatives		I know there has to be other options that can expand 440 AND preserve Meredith College's already landlocked campus. I am whole heartedly against these plans.	1	See response to Hillsborough-Wade Common Comment #6.
816	Hillsborough-Wade	Meredith College	Alternatives		As a Raleigh resident and Meredith College graduate, I strongly oppose this plan. Meredith College is a gem to this city and is unique because of it's beautiful, intimate campus. The amount of land we would lose would negatively impact the serenity of our campus, the ability of current students to enjoy the college experience that makes Meredith special, and would affect the college's plans for future growth. Losing the commuter parking area and athletic fields would be a huge blow, as the campus does not have alternative locations for those purposes. I understand that a big city like Raleigh must grow and change, but expanding a highway into the backyard of a thriving 126 year old campus is not a good decision. I urge you to find alternatives that will preserve Meredith College's property.	9	See response to Hillsborough-Wade Common Comment #6.
817	Hillsborough-Wade	Meredith College	Alternatives		Please design a less intrusive and impactful option for lane expansion so that Meredith College is not impacted.	1	See response to Hillsborough-Wade Common Comment #6.
821	Hillsborough-Wade	Meredith College	Alternatives		The NCDOT should go back to the drawing board and determine a design that has less impact to Meredith College. As an alumna and someone who works in Raleigh, I would hate to see a beautiful campus endure major changes. The campus is a safe haven in our community that has given more than enough to help Raleigh. How can you take something so beautiful away. I strongly disagree with all three plans!	1	See response to Hillsborough-Wade Common Comment #6.
822	Hillsborough-Wade	Meredith College	Alternatives		All plans are awful. Too significant of an impact on the University Club and Meredith. Go back to the drawing board.	1	See response to Hillsborough-Wade Common Comment #6.
825	Hillsborough-Wade	Meredith College	Alternatives		The proposed routes all impact Meredith College in a negative way. Would love to see the DOT get creative in the alternatives presented to show real options that don't all affect the beautiful college campus. It is unfortunate for University Club to be impacted, but they also have other options through the massive amounts of land that NCSU has including State Club on Centennial campus. Meredith College doesn't have another campus or option. This is her home and has been such an integral part of the community. Meredith has always given so much to Raleigh and I hope that Raleigh can show the same love back.	1	See response to Hillsborough-Wade Common Comment #6.
826	Hillsborough-Wade	Meredith College	Alternatives		The impacts to the University Club and Meredith College are too great. Please consider alternate options!	1	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
832	Hillsborough-Wade	Meredith College	Alternatives		All options have unacceptable impacts on the Meredith College campus. I understand a need to improve this section of 440. I travel this section a few times a month and always dread going down to two lanes. However, as a Meredith graduate, it is upsetting to see that every alternative will have such a tremendous impact on this beautiful, historical campus. Please go back to the drawing board and find a plan that will have minimal impact on the future of Meredith.	1	See response to Hillsborough-Wade Common Comment #6.
836	Hillsborough-Wade	Meredith College	Alternatives		Your impact on Meredith College (MC) is unacceptable to those that care about MC, education, and the future of Raleigh and North Carolina (NC). Please return to the drawing board and present a project that can be supported by many of the citizens of NC. Your attack on the future of a woman's college can not be overlooked. I thought Democrats wanted people to believe you believe in supporting women. This is NOT helpful to your cause.	3	See response to Hillsborough-Wade Common Comment #6.
837	Hillsborough-Wade	Meredith College	Alternatives		Terrible idea to disturb an historic beautiful campus like Meredith. Lots of memories for my family there. Figure out something else guys.	0	See response to Hillsborough-Wade Common Comment #6.
838	Hillsborough-Wade	Meredith College	Alternatives		All 3 proposed alternatives have a significant negative impact on the Meredith College Campus. Please go back to the drawing board for a new alternative.	1	See response to Hillsborough-Wade Common Comment #6.
845	Hillsborough-Wade	Meredith College	Alternatives		I understand the need for growth, especially in this area, but the impact these plans would have on Meredith College is unacceptable. Please consider options that affect Meredith College to a lesser extent.	0	See response to Hillsborough-Wade Common Comment #6.
847	Hillsborough-Wade	Meredith College	Alternatives		Please reconsider these plans. The need to expand is understandable but there has to be a better option that do not affect Meredith's campus as much as the three proposed options. Meredith is a significant part of the Raleigh community and the campus' future will greatly be put at risk with these plans.	1	See response to Hillsborough-Wade Common Comment #6.
848	Hillsborough-Wade	Meredith College	Alternatives	Design	Although more land is being taken from NC State than Meredith, Meredith has NO WHERE ELSE TO GROW, cornered by Hillsborough, Wade, and Faircloth. NC State on the other hand has Centennial Campus and can spread in more directions. Please reconsider another plan that keeps Meredith untouched.	1	See responses to Hillsborough-Wade Common Comments #6 and #15.
849	Hillsborough-Wade	Meredith College	Alternatives	Design	440 needs to be taken care of, I agree with that. And although more land is being taken from NC State than Meredith, Meredith has NO WHERE ELSE TO GROW, cornered by Hillsborough, Wade, and Faircloth. NC State on the other hand has Centennial Campus and can spread in more directions. Please reconsider another plan that keeps Meredith untouched.	4	See responses to Hillsborough-Wade Common Comments #6 and #15.
850	Hillsborough-Wade	Meredith College	Alternatives		These plans will have a tremendous negative impact on Meredith College--no room for expansion and a freeway practically running through the campus. Please go back to the drawing board.	1	See response to Hillsborough-Wade Common Comment #6.
851	Hillsborough-Wade	Meredith College	Alternatives		I agree with the beautifully worded sentiments from Professor Emerita Betty Webb, '67, in her opinion essay for The News & Observer. I am confident that our DOT has the talent and creativity to plan a better solution. I chose Meredith --and stayed there-- because it was a sanctuary to me. I sincerely hope Meredith College will be able to continue to offer the same verdant, peaceful learning environment for future generations.	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
854	Hillsborough-Wade	Meredith College	Alternatives		Meredith College's campus is a very a very important area for students, alumnae, and various members of the community. I suggest going back to the drawing board to develop a solution that does not impact this revered ground.	1	See response to Hillsborough-Wade Common Comment #6.
855	Hillsborough-Wade	Meredith College	Alternatives		The impact that this interchange would have on the Meredith College students, faculty, campus and quality of life is too great. Meredith is a college that is supportive of the triangle area and the beauty and healthy environment of the campus helps to recruit and retain all those who attend and work there. This interchange, while i may be needed, will have a huge negative impact the quality of life for Meredith moving into the future. This just simply cannot be the best option.	2	See response to Hillsborough-Wade Common Comment #6.
857	Hillsborough-Wade	Meredith College	Alternatives		These options limit the potential for expansion at a strong, growing, historical institution in Raleigh. Meredith College has served Raleigh well for over a century and to limit her growth is to limit Raleigh. There are better options to consider.	1	See response to Hillsborough-Wade Common Comment #6.
860	Hillsborough-Wade	Meredith College	Alternatives	Design	As citizen of the Triangle, a teacher in Wake County Public Schools, and an alumna of Meredith College, I feel that an additional plan can be presented to the public. I know that these plans are worked over laboriously and that many people have put hours into creating these plans, so I do not mean to dismiss their hard work. I ask, though, that the design be reconsidered as the current plans will all deliver a severe impact to our women's college. Meredith College has a long history of serving our community by being a place that fosters women in leadership. If our community wishes to grow stronger, then we must protect the institution that has produced so many of our community's female leaders. By removing one-fifth of the campus, we would be severely stunting the potential growth of the college. Furthermore, the partial clover design for the Wade Ave exit, in particular, could be revisited to take less space from I-440's neighbors. We all know that the belt-line needs expansion from exit 1 through exit 4; however, it does not have to come at the cost that has been presented. Please reconsider the plans and make an additional design that the public could view as an option.	0	See response to Hillsborough-Wade Common Comment #6. Back-to-back loop ramps in clover designs cannot adequately carry the forecasted traffic volumes for this interchange.
861	Hillsborough-Wade	Meredith College	Alternatives		All of these options will greatly impact the beloved Meredith College. Please rethink it! There must be a way that would impact less of Meredith's campus.	0	See response to Hillsborough-Wade Common Comment #6.
863	Hillsborough-Wade	Meredith College	Alternatives		Meredith College has been and is a very strong PRIVATE historic college. It would be highly detrimental to Meredith's ability to continue to stay and remain a STRONG player in college recruitment efforts. Meredith has a beautiful campus that it uses to enhance enrollment and education. The NCDOT cannot think it would be right to take away 20% or 1/5 of the college's space. You must come up with another way to fix the current problem!	1	See response to Hillsborough-Wade Common Comment #6.
864	Hillsborough-Wade	Meredith College	Alternatives		I am a Meredith College graduate and I think it is horrible to take away part of such a wonderful school. We are one of the very few Women's College's still around and what a shame it would be for part of Meredith to be taken away. Although I think it would be nice to have 440 changed, I think an alternate way to make these changes would be better.	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
865	Hillsborough-Wade	Meredith College	Alternatives		Please don't take land from Meredith College. There must be other options that the State can select!!! Meredith students and Alum are passionate and will take a stand to stop this plan!	2	See response to Hillsborough-Wade Common Comment #6.
866	Hillsborough-Wade	Meredith College	Alternatives		All three options have severe negative impacts on the Meredith College campus. The College is growing, and these plans would limit the College's options for expansion and future buildings. Meredith is already landlocked, so if one of these plans were to go into effect, the results would be devastating. Please go back to the drawing board to find a better solution!	1	See response to Hillsborough-Wade Common Comment #6.
868	Hillsborough-Wade	Meredith College	Alternatives		As a commuter on Hillsborough-Wade interchange everyday I understand the frustration of heavy traffic in the morning but I am willing to sacrifice 10 extra minutes to preserve the historic lands of Meredith College. Taking away the acreage projected by this interchange will destroy any possibility of expansion for the college and take away open green areas that are becoming few and far between in Raleigh. Please work with Meredith to come up with a better solution. This one is unacceptable to so many of the students, faculty, and alumni.	1	See response to Hillsborough-Wade Common Comment #6.
869	Hillsborough-Wade	Meredith College	Alternatives		<p>I am writing to support the Meredith College campus and to ask the NCDOT to find another solution to this project. Meredith was home to me for 4 wonderful years and I would like to see it continue to grow. The expansion of this project will impact the growth and development of this unique community severely. The best part of Meredith's campus is it's beautiful grounds. When you drive into Meredith and pass through the front gates, you feel a sense of peace and you are home. Before any decision is made, I would ask the NCDOT members involved in this project to take a ride through the campus and think about how the construction and final product of this plan will impact the tranquility of this community. I encourage you to think about your daughters, nieces, and friends. How will these plans change atmosphere that Meredith's campus portrays now?</p> <p>With the city of Raleigh continuing to expand, grow and develop in other areas, it would be nice to preserve a small piece of beauty, a small piece of heaven where all the best angels go.</p>	1	See response to Hillsborough-Wade Common Comment #6.
873	Hillsborough-Wade	Meredith College	Alternatives		As a current resident of Meredith College and someone who uses the belt line several times a week, I understand the need for improvements to the road. However, the amount of land that this would take from a college that is already surrounded by roads on all sides is highly upsetting. Meredith needs room for commuters to park and to expand in the future. Our enrollment grows almost every year, and the campus simply cannot be downsized the amount currently proposed. I would implore the DOT to create a new plan that is not so detrimental to the college as well as other properties.	4	See response to Hillsborough-Wade Common Comment #6.
877	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	This plan needs to be rethought. It takes away too much from Meredith College. This would be destroying historic land, and would hinder the college from growing in the future.	1	See responses to Hillsborough-Wade Common Comments #6 and #9.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
883	Hillsborough-Wade	Meredith College	Alternatives		These plans, especially A and B in particular, would ruin many things for Meredith - potential future growth, commuter parking, and the calming atmosphere on campus. I'm a student at Meredith and was a commuter last year, and you can already distinctly hear the sounds of 440 from the commuter lot. I don't want to imagine how distractingly loud it would be if the Beltline was moved closer to campus. Furthermore, Meredith must be protected because it's an important piece of history. There are only forty women's colleges left in the United States, and Meredith is one of the largest and most prominent. It has produced thousands of strong women who have served our state and nation, through teaching, creating businesses, and even serving on the North Carolina Supreme Court. To eat such a large chunk of the campus would be devastating. I understand the need to improve traffic in Raleigh, but I think we need to go back to the drawing board.	0	See responses to Hillsborough-Wade Common Comments #6 and #7.
889	Hillsborough-Wade	Meredith College	Alternatives		Meredith College and the surrounding homes and business should not be taken advantage of just because of traffic issues. The traffic issues and accident issues should be addressed, but not by ruining the land and institutions that have already been established in this area and have historic precedence. While the groups are being smart about how to move forward with this decision, they are ignoring the demands of students, faculty, staff, community members, and business owners. The fact that thousands of us are opposing this plan should tell you that this should not be implemented. PLEASE rethink this plan so that it does not impact Meredith College and the surrounding areas.	1	See response to Hillsborough-Wade Common Comment #6.
890	Hillsborough-Wade	Meredith College	Alternatives		As a current Meredith College student who has spent two of my college years commuting on this very patch of highway, it is clear that it needs to be improved. That said, the way to do so is not to impede the growth and value of a college that has held this campus since 1926 . My motivation in attending Meredith, a choice for which I am eternally grateful, was the atmosphere and beauty of the campus itself, as well as its location and size. It is a growing community constantly working to better the lives of its students. To follow the DOTs current plan is to take away from the schools ability to cater to the needs of its growing commuter population. The proposed plan cuts through the campus, removing a portion of the Greenway, practice fields, and decimating commuter parking (which desperately needs to be expanded as it stands). While it may not seem like a huge issue to improve a highway for a population as large as the triangle area at the expense of one small college, it is the residents of the triangle who will be most affected. Our commuters come from all over the triangle in an effort to receive the best possible education. I would encourage the DOT to reconsider their plans for 440 as the impact of their current plan will have dire consequences for a well-respected and frankly wonderful college.	2	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
893	Hillsborough-Wade	Meredith College	Alternatives	Noise	As a student at Meredith college and resident of the on campus apartment, The Oaks. I feel like this is a horrible idea. the campus of Meredith College is absolutely beautiful and not to say a HISTORIC, private, all-women university. This is a HUGE, terrible plan and should be re-adviced and Meredith College, students, and staff should not have to see our small, beautiful campus demolished in some places just because of "bad traffic". Raleigh has grown rapidly over the years and will increase to do so but there is another way to do this. You will have some VERY mad women and other supporters of Meredith College if this decision is not changed. As I lay here in my bed, on campus at The Oaks. I can hear the traffic, loud exhaust pipes on trucks, and emergency vehicles passing by like it is right beside my window already. This is not right, and together WE WILL FIGHT!!	74	See responses to Hillsborough-Wade Common Comments #6, #7, and #9.
898	Hillsborough-Wade	Meredith College	Alternatives		I stand by the remarks delivered by President Jo Allen during the public hearing on August 8, 2017. All three options have too significant of an impact on Meredith College, an important piece of Raleigh's history since the 1920s.	6	See response to Hillsborough-Wade Common Comment #6.
905	Hillsborough-Wade	Meredith College	Alternatives		Please go back to the drawing board and consider a less intrusive plan. I am a freshman here at Meredith and strongly desire to enjoy the Greenway and the many acres this historic college has in store for me in years to come. It would be devastating to lose this much land, not to mention the fumes and debris that would spread right into the Meredith Campus. It is an irreversible action that will negatively impact the campus and community forever. I hope you will consider another plan, there is always another option!	0	See responses to Hillsborough-Wade Common Comments #6 and #7.
906	Hillsborough-Wade	Meredith College	Alternatives		All three options will be detrimental to Meredith College and will negatively impact the campus for years. This project is irreversible and the campus here is irreplaceable. Please go back to the drawing board and consider another plan.	0	See response to Hillsborough-Wade Common Comment #6.
911	Hillsborough-Wade	Meredith College	Alternatives		This will negatively impact the Meredith campus and not allow for the continuous growth of our student population, PLEASE do not do this to our historic college and go back to the drawing board	1	See response to Hillsborough-Wade Common Comment #6.
915	Hillsborough-Wade	Meredith College	Alternatives		Taking land from Meredith College is a horrible idea. Whoever came up with this plan clearly doesn't care about women or education. There has got to be a better way to improve traffic flow in the area without sacrificing land that is already being used for something of such great importance.	0	See response to Hillsborough-Wade Common Comment #6.
922	Hillsborough-Wade	Meredith College	Alternatives	Construction	As an employee and supporter of Meredith College, I oppose the proposed restructure of 440. Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district. NCDOT should recognize the irrevocable damage its plans would cause and immediately go back to the drawing board.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
923	Hillsborough-Wade	Meredith College	Alternatives	Construction	As an employee and supporter of Meredith College, all of NCDOT's three proposed plans. Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
924	Hillsborough-Wade	Meredith College	Alternatives		Meredith Campus should not be taken away from like this. There are other ways to improve the traffic flow, and altering a campus forever that could ruin the College is not the way to do it. Meredith College is a piece of history that should be protected and celebrated, <u>not destroyed</u> .	0	See response to Hillsborough-Wade Common Comment #6.
926	Hillsborough-Wade	Meredith College	Alternatives	Construction	The impact to Meredith College is too great for this small land locked college. The loss of property alone is more than significant and the impact upon our students from the construction noise and light could have devastating effect upon enrollment, which Meredith relies upon to stay open to serve the community. Meredith has already had property taken from them in the past for road expansion. Please find another route for the highway. Perhaps the other side that impacts the juggernaut of NC State would be feasible. The University has property and room to grow far into the future, with options available to expand should they need it.	0	See responses to Hillsborough-Wade Common Comments #6, #8, #11, and #15.
929	Hillsborough-Wade	Meredith College	Alternatives		As an employee and supporter of Meredith College, I oppose the proposed restructure of 440. The long term detrimental impact would be devastating to the campus by impeding its ability to grow, disrupt the peaceful nature of the campus, and have an overall negative impact. It is sincerely hoped, that alternative restructuring can be considered that would not so severely affect this highly regarded historic college.	27	See response to Hillsborough-Wade Common Comment #6.
931	Hillsborough-Wade	Meredith College	Alternatives		I am deeply concerned about the impact the proposed construction will have on Meredith College and its ability to grow and thrive. Please consider alternative options to that will not disrupt the physical location and character that is Meredith.	1	See response to Hillsborough-Wade Common Comment #6.
932	Hillsborough-Wade	Meredith College	Alternatives		There needs to be a better solution for Meredith College. All current plans will leave a permanent scar on this beautiful historic campus.	0	See response to Hillsborough-Wade Common Comment #6.
933	Hillsborough-Wade	Meredith College	Alternatives		I support Meredith College's position that NCDOT go back to the drawing board and design a less intrusive and impactful option for lane expansion. The Meredith College campus is a Raleigh landmark that has been treasured by many thousands -- including the wider community.	9	See response to Hillsborough-Wade Common Comment #6.
935	Hillsborough-Wade	Meredith College	Alternatives		Each of the options presented so far would have permanent and negative effects upon Meredith College. We are an integral part of the Raleigh community and have been at our current location since 1926. Were any of the current plans implemented, in addition to other Meredith acres used for public projects, we would have had 1/5 of our total acreage used for public purpose. We are good citizens, but enough is enough. The students, faculty, staff, alumnae--present and future-- should not see our core mission thwarted because our location has become too desirable to traffic planners and engineers. We all deserve better than any of the plans submitted to date.	2	See response to Hillsborough-Wade Common Comment #6.
937	Hillsborough-Wade	Meredith College	Alternatives		As Meredith College President, Dr. Jo Allen, stated last week, "Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus." All three options have a major impact on Meredith's campus. For a college that plays such a vital role in the community, there has to be a better way.	2	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
938	Hillsborough-Wade	Meredith College	Alternatives	Design	I am extremely concerned about the effect this will have on the historic Meredith College campus. If the campus land is taken, the College loses this land and has no other alternative to acquire more land for its growth. I strongly urge the NCDOT to assess using land located on the opposite side of 440 for expansion. This land is used for a private member recreational facility for NCSU faculty, friends and alumni. NCSU is a much larger institution with far more options for the relocation of this private member recreational facility. Meredith HAS NO ALTERNATIVE! Please reconsider and show respect of and value for one of the most important women's higher educational institutions in our county.	9	See responses to Hillsborough-Wade Common Comments #6 and #15.
939	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.</p> <p>Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.</p> <p>NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.</p>	2	See responses to Hillsborough-Wade Common Comments #6, #7, #8, and #11.
941	Hillsborough-Wade	Meredith College	Alternatives	Noise	These proposals are ALL terrible and it is not possible to choose one over the others. The impact on all adjacent properties will be immense and due consideration has not been given to the increase in noise and pollution, not to mention the intrusiveness of more humans in the area. The impact to Meredith College will be particularly devastating. Go back to the drawing board and find something else.	13	See responses to Hillsborough-Wade Common Comments #6 and #7.
942	Hillsborough-Wade	Meredith College	Alternatives		Unfortunately, all three plans are invasive to Meredith College property and detrimental to the future of the college. Back in the day, there were over 300 colleges for women in the US; today there are 37. Please help us preserve this educational option for women. I implore the DOT to find a more workable and less intrusive plan.	1	See response to Hillsborough-Wade Common Comment #6.
943	Hillsborough-Wade	Meredith College	Alternatives	Noise	The 3 proposals will have detrimental impacts to the Meredith College campus. As noted by President Jo Allen, the study of the environmental assessment is inadequate in seriously considering a number of impacts on the College; the College's well-being will be permanently affected by the increased noise, traffic, fumes, etc. that the building and completion of the expanded lanes will create. The College's potential for future building will be seriously affected as land is taken for this project. As designed, these plans fundamentally affect students living and learning at Meredith, the largest women's college in the Southeastern United States. NCDOT should go back to the drawing board and design a less intrusive and impactful option for lane expansion.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
945	Hillsborough-Wade	Meredith College	Alternatives		<p>I encourage the NCDOT to go back to the drawing board on the proposed I-440 expansions. The current proposals have the State claiming anywhere from 13-16+ acres of land from Meredith College. This acreage is all that we have left to grow in the future, as the college is landlocked. In addition to the our potential for future building being seriously affected there are a number of other concerns. The study of the environmental assessment is inadequate in seriously considering a number of impacts on the College. The College's well-being will be permanently affected by the increased noise, traffic, fumes, etc. that the building and completion of the expanded lanes will create.</p> <p>As you likely know, Meredith College has long supported the local community and we believe the expansion of the I-440 beltline is necessary, but we cannot idly sit by and accept plans that will fundamentally affect students living and learning at Meredith and potentially create a problem in maintaining jobs of faculty and staff.</p> <p>I sincerely hope that you listen to our STRONG VOICES regarding an important issue affecting the College we all care about so deeply.</p>	3	See responses to Hillsborough-Wade Common Comments #6 and #7. The Environmental Assessment (EA) adequately summarizes the impacts of the Detailed Study Alternatives on the human and natural environments and surrounding properties.
946	Hillsborough-Wade	Meredith College	Alternatives		MEREDITH COLLEGE PROPERTY IS NOT PROPERTY OF THE STATE and it is terrible for the a state that has benefited greatly from the existence of an historic, private, STRONG women's college to thwart the future of that institution. Although eminent domain is legal it is unethical in this case. I urge the NCDOT to go back to the drawing board and leave Meredith College alone.	3	See response to Hillsborough-Wade Common Comment #6.
948	Hillsborough-Wade	Meredith College	Alternatives		You need to get creative and come up with an option that does NOT affect Meredith College in the way all of the proposed options do. Imposing over the voice of many is just out of line. RETHINK the plan, find a better option that does not affect EDUCATION in our community.	1	See response to Hillsborough-Wade Common Comment #6.
952	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith Alumna and current employee I am concerned that the current plans for the Walnut to Wade highway widening will adversely affect Meredith and our campus. I hope the committee will continue to look for other options to find a solution that will not take so much of our campus and bring highway noise and pollution closer to the campus. We cherish our college and want to see her grow and continue to be an important part of our community. This construction as shown in the map will greatly impair our ability to grow in the future. Thank you!	4	See responses to Hillsborough-Wade Common Comments #6 and #7.
954	Hillsborough-Wade	Meredith College	Alternatives		As an alum and employee of Meredith College, I am not in favor of any of these options - all of them impact both the Meredith Campus as well as the NC State University Club at an unacceptable level. Although Meredith College has traditionally been a cooperative community partner, this plan is too invasive to the college, effecting all who live and learn on campus. It is my hope that Dr. Allen's plea that the NCDOT go back to the drawing board and design a less intrusive option for lane expansion.	20	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
956	Hillsborough-Wade	Meredith College	Alternatives	Construction	All three options impinge heavily upon The Oaks student apartments. All meaningful buffer between these residences and traffic noise, lighting, construction noise and light will severely adversely impact these residences ...in perpetuity! All three plans, as presented heavily impact Meredith College. If implemented as described, road construction will have taken over one-fifth of the land given for the relocation of Meredith Campus from downtown during the 1920's. The burden on a single landholder is grossly inequitable. Land belonging to NC State -- currently used by NCSU faculty -- is already owned by the state and more suitable for such a project. Meredith is a landlocked campus; taking even more property will severely limit the options for the construction of new facilities. Go back to the drawing board and find a solution more respectful of Meredith College's limited acreage. For example, why are there TWO separate lanes, paralleling the I-440 thorough-lanes, impinging on Meredith's property. It looks like the civil engineers looked at Meredith's campus and decided that " 'all that land' could be better used for roadways" with absolutely no consideration for the impact on Meredith's residents or future development. That's private land, and should only be taken as a last resort and to the absolute smallest degree possible. As stated, the NCSU Faculty Club property already belongs to the State of North Carolina. Use that before taking [EVEN MORE] private property!	1	See responses to Hillsborough-Wade Common Comments #6, #7, #8, #9, #11, and #15.
957	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	All proposed options will have too great of an impact on Meredith College. The proposed plans will not only cripple Meredith College's ability to expand on it's own property but it will also impose upon the historic campus property. The proposed expansions will impact the campus climate - NCDOT must go back to the drawing board to develop a plan that will not impact the surrounding community to this scale.	1	See responses to Hillsborough-Wade Common Comments #6 and #9.
961	Hillsborough-Wade	Meredith College	Alternatives		Please go back to the drawing board! All of the options that you have presented negatively impact Meredith College. The college has already loss too much land to NCDOT projects since it moved to its present location in 1925. The future growth of the college will be severely limited. Rethink this plan!	1	See response to Hillsborough-Wade Common Comment #6.
962	Hillsborough-Wade	Meredith College	Alternatives	Visual resources	All three of these options can significantly impact the historic Meredith campus and the growth of the College. Meredith provides valuable economic impact to the state of North Carolina and taking this much land will hamper opportunities for growth. The noise and fumes from construction and after completion will permanently disrupt the campus experience. The buffer of trees that now eliminates some of the noise will be gone and in these plans there are not barrier walls along the whole side. The ramps, bridges and flyovers up against the campus, including the apartments and the gym will change the whole atmosphere of the College. I urge you to back to the drawing board and find a solution that will have less impact to Meredith College.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #11, and #14.
970	Hillsborough-Wade	Meredith College	Alternatives		This has too great an impact on Meredith College, including severely compromising the experience of current students and employees, as well as the College's ability to expand in the future. There has to be another solution.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
975	Hillsborough-Wade	Meredith College	Alternatives		<p>I wholeheartedly agree with this assessment. Meredith College would suffer greatly from the impact of any one of these plans. I work at Meredith and live in Cary, and commute on the beltline all the time. I urge the NCDOT to revisit this matter, go back to the drawing board, and come up with a plan that will not devastate Meredith College in the ways currently proposed. It is unfair to ask the college to give up a fifth of its land to accommodate plans that could be redrawn in such a way as to have much less impact.</p> <p>Meredith has consistently ranked high on best of colleges and best of women's colleges lists, in the state, region, and the entire country. Its campus and history and strong support of education for women are all important reasons for this, all of which will be seriously impacted by these proposed I-440 expansions. Meredith draws students from around the nation and the world and brings attention and prestige to Raleigh and to North Carolina. The quality of life on campus and the ability to expand to meet future expansion needs of the college itself would suffer from any one of these proposals.</p> <p>I again urge the NCDOT and the City of Raleigh, which also has a stake in this, to rethink and redraw plans to have minimal impact on Meredith College.</p> <p>I also believe more care and thought should be given to the impact these plans have on the University Club and the community which it serves. It, too, has a long history of providing recreation and services to the community, and it should be devastated by these plans either.</p>	9	See response to Hillsborough-Wade Common Comment #6.
977	Hillsborough-Wade	Meredith College	Alternatives		<p>I'm afraid that if you all start taking bits of land from Meredith over time it will be gone. This needs to stop before it even starts. Meredith is a strong, women's college. Meredith is building and developing strong young women to take on the world. Women's colleges are starting to decrease ( ex. Peace College). There is a lot of value in a degree from Meredith. These plans should be rethought leaving Meredith untouched. Thank you.</p>	1	See response to Hillsborough-Wade Common Comment #6.
978	Hillsborough-Wade	Meredith College	Alternatives		<p>These options have too great an impact on the Meredith College campus. Please go back and rethink the plan</p>	2	See response to Hillsborough-Wade Common Comment #6.
984	Hillsborough-Wade	Meredith College	Alternatives	Design	<p>I realize there is a need for a widening of the belt line but I also believe it is more appropriate to take more of the land from the NCSU side than the Meredith side. Meredith has no other land and is bound on the other side of the campus by Haircloth Street. NCSU has not only another golf course on Centennial Campus but also has more land in other parts of West Raleigh to build a faculty club. Also you are talking about building a recreational facility for a few people versus limiting a small college's ability to grow and expand and enjoy peaceful living, not to mention it has owned the land for almost 100 years. I am a Meredith graduate as are my three daughters, my two sisters and my mother. The College has been a good and faithful neighbor to Raleigh and is now one of the few strong women's colleges in the United States. A real gem for Raleigh---it deserves better!</p>	2	See responses to Hillsborough-Wade Common Comments #6 and #15.
985	Hillsborough-Wade	Meredith College	Alternatives		<p>I am a graduate of Meredith College, and I too vehemently oppose this plan. The city's proposed transportation plan would completely undermine the rich history of our campus. While I understand the need to make improvements to the highway infrastructure, the city must find a better solution. Please do not rob my beautiful alma mater of its heritage!</p>	4	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
986	Hillsborough-Wade	Meredith College	Alternatives		As a proud Meredith College alumna, I hope that a different solution can be found! Meredith College is one of the largest women's colleges in the southeast, and taking away 20% of the school's land would greatly inhibit our ability to grow. We have all seen single-sex schools struggling to succeed, with Peace College going co-ed several years ago, but Meredith is still going strong! Please try to find an alternative option that won't take away land from this beautiful campus that gives so much back to the Raleigh community!	0	See response to Hillsborough-Wade Common Comment #6.
987	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College alumna, I oppose all three options. These plans would negatively impact the potential for growth on our campus.	1	See response to Hillsborough-Wade Common Comment #6.
989	Hillsborough-Wade	Meredith College	Alternatives		I'm a Meredith Graduate and so proud of how this historic college is continuing to grow and shape young women. Their campus growth to provide outstanding educational opportunities since my graduation in 97 has been phenomenal. However, they are landlocked and an expansion of the highway into their campus will impede their continued growth. I would ask that you respectfully reconsider any plans to shrink their available land by expansion of the highway. Thank you! Robin Hollingsworth Williford	21	See response to Hillsborough-Wade Common Comment #6.
990	Hillsborough-Wade	Meredith College	Alternatives	Right of way	As a current resident of Meredith College and someone who uses the belt line many times a week I understand the need for improvements to the road. But the amount of land that this would take from the college that is already surrounded by roads on all sides is extremely concerning and upsetting. Meredith is already one of the smallest college campuses and we need the room to continue to expand and improve. Not only does this plan cut down on the amount of land the college has it also means precious parts of the campus' history and traditions would be taken away forever. It would also disrupt the privacy of students living on that side of campus. Our enrollment grows almost every year, and the campus simply cannot be downsized the amount currently proposed. I plead with the DOT to create a new plan that is not so detrimental to the college.	50	See responses to Hillsborough-Wade Common Comments #6 and #11.
995	Hillsborough-Wade	Meredith College	Alternatives		Please re-think plan as all options impact Meredith College in a negative way.	1	See response to Hillsborough-Wade Common Comment #6.
996	Hillsborough-Wade	Meredith College	Alternatives		All options have a HUGE impact on Meredith College and the future of the college to grow. The state needs to reevaluate the proposals and consider the future of the Meredith to expand before moving forward.	1	See response to Hillsborough-Wade Common Comment #6.
997	Hillsborough-Wade	Meredith College	Alternatives		none are good options for Meredith College. Go Back to the drawing board! Do not take land away from the college	3	See response to Hillsborough-Wade Common Comment #6.
998	Hillsborough-Wade	Meredith College	Alternatives		Rethink routes that will not impact Meredith College. The city needs to put the weight of education and the many benefits Meredith brings to the area to the amount of damage, physical and economic that taking land from this school will cause. There will be unforeseen consequences, do not make that mistake.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
999	Hillsborough-Wade	Meredith College	Alternatives		The damage to Meredith College is not a viable option.	3	See response to Hillsborough-Wade Common Comment #6.
1001	Hillsborough-Wade	Meredith College	Alternatives		Please No. Meredith College should not take the brunt of these changes.	11	See response to Hillsborough-Wade Common Comment #6.
1002	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>Disrupting the current students, faculty and students to come at the historic college of Meredith will be detrimental for a number of reasons , but none more important than its ability to grow and successfully reach many more lives through advanced education.</p> <p>If this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. Meredith has already sacrificed enough through other projects.</p> <p>The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.</p> <p>Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.</p> <p>NCDOT's three plans need to be reevaluated and redesigned. Perhaps the number who benefit from the walkover should be compared to the number who have benefited and will be benefited from the educational opportunities at Meredith, then a change in the walkover that doesn't negatively effect Meredith but helps the exchange could be considered. Meredith has offered and continues to offer the Raleigh community too much to be so drastically excavated.</p> <p>Thanks for opportunity to comment.</p> <p>Anne Price</p>	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, #11.
1003	Hillsborough-Wade	Meredith College	Alternatives		I use always use this road to get to school. Meredith College happens to be that school. Find another way to improve this. A road will never be more important than education.	7	See response to Hillsborough-Wade Common Comment #6.
1004	Hillsborough-Wade	Meredith College	Alternatives		Meredith College offers much value to the surrounding area and state. The current proposed plan will forever limit the expansion and growth of the College, thus impacting its ability to offer meaningful educational experiences to future generations of strong women. As a proud alumna and strong supporter of Meredith College, I ask the DOT to explore and take action on other ways to accommodate this much needed expansion.	4	See response to Hillsborough-Wade Common Comment #6.
1005	Hillsborough-Wade	Meredith College	Alternatives	Right of way	Meredith College gave me the best 4 years I could have ever had there. I lived on its campus, I stayed up late doing homework or dancing in a parking lot to prepare for Cornhuskin, and I was more than prepared for life beyond the back gate when I graduated this May. To take away some of Meredith's beautifully petite campus would be a mistake, and would keep the college from growing the way that it has been; that is, there are more and more young women choosing Meredith each year. To accommodate those women would be to expand the campus, not take it away. Another plan must be proposed in order to protect Meredith's grounds. Perhaps taking away some of NC State's campus...	10	See responses to Hillsborough-Wade Common Comments #6 and #15.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1006	Hillsborough-Wade	Meredith College	Alternatives		Do NOT affect Meredith's campus! This college means more to us than anything, this is our home!	0	See response to Hillsborough-Wade Common Comment #6.
1008	Hillsborough-Wade	Meredith College	Alternatives	Construction	Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree. Pleased go back to the drawing board ...	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1009	Hillsborough-Wade	Meredith College	Alternatives		All 3 options are TOO damaging to Meredith College- Meredith College is one of the few premier all girls schools in the US and it needs to be preserved. These proposals would have damning affect on its future	1	See response to Hillsborough-Wade Common Comment #6.
1018	Hillsborough-Wade	Meredith College	Alternatives	Noise	Please look for another option. The impact on Meredith is too great with these proposals. Meredith's well-being will be permanently affected by the increased noise, traffic, fumes, etc. that the building and completion of the expanded lanes will create. Additionally the potential for future building will be seriously affected as land is taken for this project.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1021	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith alumna and teacher in Cary, I have lived in the Raleigh area for the past 7 years. I do understand the need for updates to 440, but I do not agree that the solution should be to take from Meredith College. As others have noted, it will impede the growth of one of the top women's colleges in the country. Not only will it impede the growth as others have noted, but it will also impact the college as it is. I completely oppose this plan!	4	See response to Hillsborough-Wade Common Comment #6.
1023	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith college graduate and frequent visitor of parents and son who live in Raleigh and Cary, I am opposed to the change that would significantly reduce the campus of Meredith college. This proposal is detrimental to a thriving educational institution that has enhanced Raleigh's community since the 1800s.	3	See response to Hillsborough-Wade Common Comment #6.
1025	Hillsborough-Wade	Meredith College	Alternatives		One of the draws for me to attend Meredith College was the expansive campus that made you feel secure and safe in the middle of a bustling city. To take 1/5 of the campus to create a new traffic pattern is atrocious! Please please find another way. Enough sacrificing green space for growth!	1	See response to Hillsborough-Wade Common Comment #6.
1030	Hillsborough-Wade	Meredith College	Alternatives		The impact to Meredith is unacceptable. Between previous projects and this one, Meredith has had 20% of its land taken. What other college or university has to endure this and still be expected to grow and prosper? Meredith has always been a good, quality member of the community, so why must the college, hundreds of its staff, and thousands of its current and past students be made to accept such horrible impacts to the college? There must be a better way to meet the needs without impacting this state treasure.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1031	Hillsborough-Wade	Meredith College	Alternatives	Noise	While I acknowledge the need for road improvements in that area, I hope to see an option that doesn't have such an enormous impact on Meredith College. Please consider the historic nature of the college and its significant role as the only women's college remaining in the Raleigh area. Removing such large acreage from the campus negatively impacts Meredith's ability to grow by removing space for new construction of academic and athletic space. The resulting traffic, noise, and fumes will make the campus less attractive to future applicants. Please search for an option that is less detrimental to such an important institution.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
1032	Hillsborough-Wade	Meredith College	Alternatives		I am very concerned about the impact to the historic and very important Meredith College. The project would have very negative impacts to the campus community not just during construction but in the long-term fabric of the College. Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Although I understand the need to expand the highway, I urge you to please look at alternative ways to do this without the significant negative impacts to Meredith.	2	See response to Hillsborough-Wade Common Comment #6.
1033	Hillsborough-Wade	Meredith College	Alternatives		These options all too much impact on Meredith College, one of the few remaining women's colleges that is doing well & has seen lots of recent expansion. It would be a shame to have a highway project limit further expansion of the college.	3	See response to Hillsborough-Wade Common Comment #6.
1034	Hillsborough-Wade	Meredith College	Alternatives	Noise	All options would have an impact on the Meredith College campus. I understand that 20% of the campus would be lost which would further disrupt campus life. The campus is already close to I-440 with its noise and fumes. This project would also prevent the college from future expansion. Meredith College is a beautiful campus that the City of Raleigh and the State of NC should be very proud of so PLEASE RETHINK THIS PLAN!	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1035	Hillsborough-Wade	Meredith College	Alternatives		Please go back to the drawing board to find a way to avoid taking away land which is necessary for the future sustainability of Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
1036	Hillsborough-Wade	Meredith College	Alternatives		Either find a way to avoid taking land from Meredith College or close that interchange.	0	See response to Hillsborough-Wade Common Comment #6.
1038	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College alumna, I appreciate the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1040	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is a treasure to the city of Raleigh, to state of NC, to the 2,000 students, 22,000 alumnae, 300 faculty and staff, and to the countless others the school impacts year in and year out. Meredith's regional and national rankings are due to its strong reputation and student outcomes - the physical campus is part of the College's reputation and indeed, the living lab for students. Encroaching on the campus in this manner will harm operations of the College and impede future growth. Please identify other options. Use land the state already owns for this project. Support the educational environment of women.	8	See response to Hillsborough-Wade Common Comment #6.
1042	Hillsborough-Wade	Meredith College	Alternatives		Go back to the drawing board! Too much impact on Meredith college.	1	See response to Hillsborough-Wade Common Comment #6.
1043	Hillsborough-Wade	Meredith College	Alternatives		Go back to the drawing board. There must be a better way that wouldn't impact the Meredith College campus so much. Privately owned property should be protected to the maximum. When Meredith College was relocated to this location in 1925, it was because there was no possibility to expand the campus downtown, and this property obviously was chosen with long-term growth in mind. During the past 92 years at this location growth has been quite dramatic, accelerating much faster in the last decade or two and expected to continue. The loss of so much of the campus would severely limit the growth potential for an institution that clearly has proved worthy of continuing that growth. Meredith College is an institution with unique value to the city of Raleigh and the state of North Carolina while educating tomorrow's leaders. Please don't spoil her future.	1	See response to Hillsborough-Wade Common Comment #6.
1044	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith alumnae, I oppose the projected expansion of I-440. I have spent many years traveling this particular stretch of I-440, and while I agree there is a problem with traffic, it is not fair to Meredith College to have part of their beautiful campus taken away for a highway. This current expansion would impact important resources to the campus such as the commuter parking lots, on-campus apartments, and greenway. It also threatens the safety of the campus by having a highway cut so far close into campus. Meredith has always been a safe environment for its students, let it stay that way! Meredith's green spaces, such as the popular greenway, has been loved by students & Raleigh residents & used for many community events. The expansion threatens the campus in numerous ways as well impacts Meredith's future growth and overall beauty of the campus. Please reconsider this expansion plan & find a way to spare the Meredith College campus.	5	See responses to Hillsborough-Wade Common Comments #6, #7, #11, and #12.
1046	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith Graduate I use 440 to travel to work and back. However I do not think it's necessary to interfere with the college. There has to be another solution.	4	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1047	Hillsborough-Wade	Meredith College	Alternatives	Noise	Meredith college is a thriving and growing institution with strategic plans that involve all areas of the campus including the proposed area that would be right of way for this expansion of the highway. The campus has already been impacted with the placement of the greenway on the campus and now additional land is being proposed as right of way. This amount of land proposed has too great an impact and hardship on the campus. The current and future students will suffer the consequences of traffic, noise and loss of land slated for education use. While it is understandable that the Raleigh community is growing, so too is the Meredith Community. The continued encroachment and poaching of Meredith land diminishes our ability to educate and stay current with educational needs if we are not able to expand due to the lack of space. These three options are unacceptable because each have far too great an impact on the Meredith community and landscape.	4	See responses to Hillsborough-Wade Common Comments #6 and #7.
1049	Hillsborough-Wade	Meredith College	Alternatives		Our offices are here - do what ever you want, but leave Meredith College alone!	0	See response to Hillsborough-Wade Common Comment #6.
1050	Hillsborough-Wade	Meredith College	Alternatives		Let me restate - our office and my work is on Jones Franklin Road (Waters Edge Office Park). I don't care what you do here, I can move my office. However, leave Meredith College alone. My daughter and I graduated from Meredith - please don't take this much land and destroy our history, heritage, life-long memories. Please rethink this plan.	0	See response to Hillsborough-Wade Common Comment #6.
1051	Hillsborough-Wade	Meredith College	Alternatives		I strongly disagree with the plans that will impact the campus of Meredith College. This cannot go forward as suggested, different ideas need to be considered.	1	See response to Hillsborough-Wade Common Comment #6.
1053	Hillsborough-Wade	Meredith College	Alternatives		Highway expansion is needed, but hindering the growth of Meredith College does not serve the students or citizens of Raleigh.	28	See response to Hillsborough-Wade Common Comment #6.
1056	Hillsborough-Wade	Meredith College	Alternatives		All three options would have a significant negative impact on Meredith College and all plans for future growth. Additionally, NCDOT's plans would forever disrupt the campus experience that is in many ways the heartbeat of the College.	1	See response to Hillsborough-Wade Common Comment #6.
1057	Hillsborough-Wade	Meredith College	Alternatives		As a MEREDITH College graduate and a Raleigh resident for 35 years, I agree that I440 needs improving however I stand with the college in opposing any plans that encroach upon our historic campus and challenge our plans for growth.	41	See response to Hillsborough-Wade Common Comment #6.
1065	Hillsborough-Wade	Meredith College	Alternatives		I just graduated in May (Class of 2017) and I went to Meredith this past weekend to help with Move-in Day. Even though I have only been graduate for 3 months, when I went back on Saturday, there was already so much growth and improvements being done to the campus to positively impact Meredith. Please don't take the opportunity to continue the growth of Meredith because of an extension of a highway.	1	See response to Hillsborough-Wade Common Comment #6.
1067	Hillsborough-Wade	Meredith College	Alternatives		Most options have a huge impact on Meredith college. This college is our dream and future growth of the college will be affected.	3	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1069	Hillsborough-Wade	Meredith College	Alternatives	Noise	Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	0	See responses to Hillsborough-Wade Common Comments #6, #7, and #9.
1072	Hillsborough-Wade	Meredith College	Alternatives		I am a Meredith graduate and frequent visitor to the Raleigh area, and I strongly oppose the I440 project. The plans will sacrifice nearly 20% of the college's acreage; thus, stifling future growth. I urge you to consider more reasonable options.	3	See response to Hillsborough-Wade Common Comment #6.
1074	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College graduate, I totally reject any options that undermine and restrict this historic institution's commitment to education, traditional values and the beauty of nature. She has stood as a beacon of excellence throughout her history	1	Comment acknowledged.
1075	Hillsborough-Wade	Meredith College	Alternatives		As a graduate of Meredith College, I totally reject these options and any future ones that undermine and restrict this historic institution's commitment to education, tradition and nature's beauty. Throughout her history, she has been a beacon of excellence in strengthening and expanding the minds and opportunities of women and, in recent years, men as well in expanded curriculum offerings. To diminish her ability to thrive and grow in any way dims that beacon for her future students. There must be other solutions to these traffic woes that don't negatively impact the college. I urgently implore you to find them. There are no other solutions for Meredith. Thank you for returning to the drawing board.	1	See response to Hillsborough-Wade Common Comment #6.
1076	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith graduate I oppose all plans!!! Come up with other creative routes please. Meredith College has given much to Raleigh and Wake County... now is your time to honour our requests!	1	See response to Hillsborough-Wade Common Comment #6.
1077	Hillsborough-Wade	Meredith College	Alternatives		I am a Meredith College graduate. These plans significantly impact the potential for Meredith College growth. Meredith College has always been a friend to the Raleigh community, it would be a shame for this much land to be taken. There must be some other alternative.	3	See response to Hillsborough-Wade Common Comment #6.
1078	Hillsborough-Wade	Meredith College	Alternatives		Back to the Drawing Board. Takes too much land from Meredith Campus. I support the comments of Dr. Betty Webb.	0	See response to Hillsborough-Wade Common Comment #6.
1079	Hillsborough-Wade	Meredith College	Alternatives		I am a graduate of Meredith College and am opposed to land being taken from the campus for the I-440 expansion. Please explore other options that will not affect Meredith. Meredith College is an asset to Raleigh.	1	See response to Hillsborough-Wade Common Comment #6.
1080	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is a historic significance to the community, and state, and should not have so much land taken away. Already a small community these amount will DETERMENT the growing community that Meredith College is bringing to their campus. Taking away the athletic area will hinder those who use that field, and make the programs smaller. DO NOT take away conference and state athletes athletic area!	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1083	Hillsborough-Wade	Meredith College	Alternatives		I agree that all options presented have too great an impact on the Meredith campus. I believe they need to go back to the drawing board and create solutions that do not infringe on the Meredith campus and the school's ability to expand on its own property. As an alumnae, I feel these options are unacceptable.	1	See response to Hillsborough-Wade Common Comment #6.
1084	Hillsborough-Wade	Meredith College	Alternatives		Please reconsider the expansion. onto the Meredith College campus. Please register my disapproval of this plan.	9	Comment acknowledged.
1085	Hillsborough-Wade	Meredith College	Alternatives		beg you, please revise the plans and protect Meredith's campus in every way possible. This decision would not only serve the many generations of women who have been and will be educated at Meredith College, but also serve the citizens of Raleigh.	0	See response to Hillsborough-Wade Common Comment #6.
1086	Hillsborough-Wade	Meredith College	Alternatives		The impact it will have on Meredith College is unacceptable. With the amount of money colleges charge today, it is unacceptable to do something that will detract from the experience. It also limits the college's ability to expand and it will affect the college's National Register eligible historic district.	0	See responses to Hillsborough-Wade Common Comments #6 and #9.
1087	Hillsborough-Wade	Meredith College	Alternatives		Land should not be taken away from the Meredith College Campus. It is a historic campus with many women living there to attend college. Another way should be found to expand the highway.	1	See responses to Hillsborough-Wade Common Comments #6 and #9.
1088	Hillsborough-Wade	Meredith College	Alternatives	Eliminate Hillsborough interchange	Any impact on Meredith College's campus is unacceptable. The interchange is not necessary!	1	See responses to Hillsborough-Wade Common Comments #6 and #10.
1089	Hillsborough-Wade	Meredith College	Alternatives		Please carefully design any improvements to avoid compromising the campus of Meredith College.	2	See response to Hillsborough-Wade Common Comment #6.
1090	Hillsborough-Wade	Meredith College	Alternatives		An alternative should be sought. Taking land from a school is a shame saying education is not important. What will remain in school property if every city/ state did this . Inappropriate	14	See response to Hillsborough-Wade Common Comment #6.
1093	Hillsborough-Wade	Meredith College	Alternatives		Please eliminate the reconstruction plans- they are too limiting on Meredith College and any possible growth of this private college.	1	See response to Hillsborough-Wade Common Comment #6.
1095	Hillsborough-Wade	Meredith College	Alternatives		Meredith College invested in new housing, The Oaks. They did that with trust in NCDOT not to destroy it's livability! You have a responsibility to the citizens of North Carolina not to destroy one if it's treasures, Meredith College.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
1097	Hillsborough-Wade	Meredith College	Alternatives		All three options would negatively impact Meredith College as an alum, I urge the NCDOT to go back to the drawing board and design a less intrusive and impactful option for lane expansion.	3	See response to Hillsborough-Wade Common Comment #6.
1098	Hillsborough-Wade	Meredith College	Alternatives		Please revisit all three of these plans and the devastating effects they have to the Meredith campus! Unacceptable.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1099	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is the largest private Women's college in the Southeastern United States. It continues to grow, as its competitors are shrinking. If Meredith is going to keep up with the demand, it must have space to enlarge its campus. Please reconsider this plan that will take away part of the campus and further land-lock the College. Think about the contributions made by Meredith staff, students, families and supporters to the Raleigh area. That will only increase in the future if the College has the space to continue its growth.	1	See response to Hillsborough-Wade Common Comment #6.
1100	Hillsborough-Wade	Meredith College	Alternatives		Please rethink these plans as this project will greatly affect Meredith's present and future campus environment. Meredith College is a historic place that should be preserved for future generations.	0	See response to Hillsborough-Wade Common Comment #6.
1101	Hillsborough-Wade	Meredith College	Alternatives		This proposal takes too much land from Meredith College's campus. Please find another solution that won't inhibit Meredith's continued growth.	5	See response to Hillsborough-Wade Common Comment #6.
1103	Hillsborough-Wade	Meredith College	Alternatives		The options to take away anything from Meredith College should not be on the table. Meredith College plays a vital role in the community and future generations. As it stands now, the land that you're looking to take away will leave Meredith College with no expansion possibility. While I understand the University Club is also important, that could easily be relocated to another area within the vast landscape of NC State. Leave Meredith College alone, and let the students continue to have apartments to live in ON CAMPUS, and the land for future growth. As a side note, have you actually thought about patrolling this area a little more to stop all of the crazy drivers and madness that ensues from causing "increased accidents"? If people had to actually be accountable for their lack of respect for the rules of the road, maybe the "accidents" would decrease.	4	See responses to Hillsborough-Wade Common Comments #6 and #15.
1105	Hillsborough-Wade	Meredith College	Alternatives		Let's point out that this "private" women's college is also part of the whole community, with many functions, events, and great involvement in the area. Not to mention the historical aspect of Meredith College.	8	Comment acknowledged.
1106	Hillsborough-Wade	Meredith College	Alternatives		I graduated from Meredith in 1991. While the acreage of the campus has not changed in that time, the buildings and athletic facilities have increased. The amount of historically female colleges have decreased. I want to continue to see Meredith thrive against the trend of small, female institution closures. I fear the idea of NCDOT taking acreage away will increase the risk of this happening. Please reconsider alternatives.	3	See response to Hillsborough-Wade Common Comment #6.
1107	Hillsborough-Wade	Meredith College	Alternatives		I use this part of 440 multiple times each day. While I would like my commute to be less congested, I am opposed to the proposed solution as currently presented. I am a Raleigh native, a proud Meredith graduate, and continue to reside in Raleigh. I hope to this project can come up with a better solution than take part of Meredith's campus.	4	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1108	Hillsborough-Wade	Meredith College	Alternatives		<p>The Problems with NCDOT's Plans</p> <ul style="list-style-type: none"> <li>—All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.</li> <li>—Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.</li> <li>—NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.</li> <li>—Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.</li> <li>—NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.</li> <li>—NCDOT's three plans also harm other area organizations to an unacceptable degree.</li> </ul> <p>What Next?</p> <ul style="list-style-type: none"> <li>—NCDOT should recognize the irrevocable damage its plans would cause and immediately go back to the drawing board.</li> <li>—Meredith's students (almost 2,000), staff (311), faculty (229), 22,000 living alumnae, and countless supporters are united and will petition NCDOT and other relevant parties without pause until the agency re-thinks its destructive plans.</li> </ul>	2	See responses to Hillsborough-Wade Common Comments #6 through #9 and #11.
1113	Hillsborough-Wade	Meredith College	Alternatives		There has got to be an alternative that does not encroach on Meredith.	19	See response to Hillsborough-Wade Common Comment #6.
1114	Hillsborough-Wade	Meredith College	Alternatives		The engineers need to return to the drawing board! These options are very disruptive to Meredith College, who has always been a "good Raleigh neighbor." Other solutions need to be explored - maybe time to look for a new consultant!!	1	See response to Hillsborough-Wade Common Comment #6.
1115	Hillsborough-Wade	Meredith College	Alternatives		Please consider an alternative that does not so adversely affect Meredith College. Unlike many of the large public universities, Meredith's property is already limited. Taking 13-16 acres would be a very significant loss and a detriment to the future education of young women and MBA students.	1	See response to Hillsborough-Wade Common Comment #6.
1116	Hillsborough-Wade	Meredith College	Alternatives		Please go back to the drawing board. All of these options adversely affect Meredith College, one of the greatest assets of the Raleigh community.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1117	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>Please do not ruin Meredith's beautiful campus that has been part of the history and the beauty of Raleigh.</p> <p>-- Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.</p> <p>-- The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.</p> <p>-- Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.</p> <p>Please go back and rethink the plans and figure out a way to preserve the beauty of the Meredith campus.</p>	1	See responses to Hillsborough-Wade Common Comments #6 through #9 and #11.
1118	Hillsborough-Wade	Meredith College	Alternatives		<p>I agree with the statement made by Dr. Jo Allen, President, Meredith College, Class of 1980. "Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus." All three plans remove Meredith's ability to grow and negatively impact the quality of life on campus. I urge the NCDOT to recognize the damage these plans would cause Meredith College and to go back to the drawing board. Emily Graham Howell, Class of 1979</p>	1	See response to Hillsborough-Wade Common Comment #6.
1119	Hillsborough-Wade	Meredith College	Alternatives		<p>I agree with the statement made by Dr. Jo Allen, President, Meredith College, Class of 1980. "Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus." All three plans remove Meredith's ability to grow and negatively impact the quality of life on campus. I urge the NCDOT to recognize the damage these plans would cause Meredith College and to go back to the drawing board. Emily Graham Howell, Class of 1979</p>	1	See response to Hillsborough-Wade Common Comment #6.
1121	Hillsborough-Wade	Meredith College	Alternatives		<p>Back to the drawing board, NCDOT! Meredith College is a historic institution and property, providing one of the most beautiful green spaces inside the belt line. Taking 17 acres of this historic property is both short-sighted and unnecessary. Please rethink your plan.</p>	1	See response to Hillsborough-Wade Common Comment #6.
1122	Hillsborough-Wade	Meredith College	Alternatives		<p>All three options have far too great an impact on Meredith College. The State needs to seriously reevaluate the thought of taking property from a PRIVATE HISTORIC Woman's College, that is already landlocked without opportunity to grow beyond the current grounds. Go back to the drawing board NCDOT!</p>	4	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1123	Hillsborough-Wade	Meredith College	Alternatives	Noise	I am support of Meredith College's position that NCDOT not use any of the alternatives but rather come up with a design that will not have as big of a negative impact on the school. The campus will be severely affected by these plans. They will bring noise and traffic close to the campus housing and other buildings. Also, they will limit future expansion. This is an institution where students live for months out of the year. That impact on day-to-day lives and educational facilities of the students needs to be taken into account when designing these highway changes.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1124	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College graduate I absolutely oppose this plan and the impact it would have on the campus and future growth of an institution that has been and continues to be a great asset to Raleigh and the surrounding area.	9	See response to Hillsborough-Wade Common Comment #6.
1125	Hillsborough-Wade	Meredith College	Alternatives		As a graduate of Meredith College I disapprove of the impact of all three current options to the Meredith College campus. The current options will hinder future growth of this very important institution. I respectfully request that NCDOT go back to the drawing board and design a less intrusive and impactful option for lane expansion.	3	See response to Hillsborough-Wade Common Comment #6.
1127	Hillsborough-Wade	Meredith College	Alternatives		This plan is just not going to work. Especially the land it is taking away from Meredith College. They past couple of years Meredith had had the largest classes in college history. This means hat the college is continually growing and this is all the land that they have to expand. Taking this from them is hurting the college and hurting the expansion of Raleigh. There has to be an alternative.	6	See response to Hillsborough-Wade Common Comment #6.
1131	Hillsborough-Wade	Meredith College	Alternatives	Construction	All proposed changes deeply affect Meredith college and it's future growth. Meredith is an important fixture in the community and deserves every opportunity to grow and thrive and become everything it can be. It would be heartbreaking to see the devastating affects on the college if the plans to use the land were carried out. I strongly believe that construction would have a negative affect on campus and take away part of what makes meredith so special. As a student of Meredith College I beg you to leave our campus be and find an alternative that does not affect our campus.	10	See responses to Hillsborough-Wade Common Comments #6 and #11.
1132	Hillsborough-Wade	Meredith College	Alternatives		Taking away any land from Meredith College campus is wrong. The land is currently being utilized for day student parking. These students would have to park away from academic building and walk across campus. At night this would impose more security and additional cost to the college. Meredith is growing a taking this property away not only spoils the landscape but also limits the college with the opportunity to develop the land. Is NCDOT just taking the easy way out? Look again.	1	See responses to Hillsborough-Wade Common Comments #6 and #11.
1133	Hillsborough-Wade	Meredith College	Alternatives		The current plans take away too much land from Meredith College. Over the years, Meredith has given plenty of land to benefit the City of Raleigh and its residents. This new proposal is too invasive to the college and it's students. Please look for alternative options.	1	See response to Hillsborough-Wade Common Comment #6.
1134	Hillsborough-Wade	Meredith College	Alternatives		The current plans take away too much land from Meredith College. Over the years, Meredith has given plenty of land to benefit the City of Raleigh and its residents. This new proposal is too invasive to the college and it's students. Please look for alternative options.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1135	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>I am a 1992 graduate of Meredith College and my daughter is currently enrolled there as a Freshman. I am writing to ask you to please find a solution for the I-440 expansion with less impact to Meredith's campus! The current plan will forever change the character of our campus. I want my daughter to enjoy the same, beautiful, quiet, green, historic one I did! Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces, as well as invade Meredith with evitable noise, fumes, and debris, we do not want that! The completed interstate footprint would permanently disrupt the campus experience and negatively affect the college's beautiful historic campus.</p> <p>I implore you, please investigate additional design alternatives and methods to reduce the footprint and impact of this project!</p>	0	See response to Hillsborough-Wade Common Comment #6, #7, and #11.
1136	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>I am a 1992 graduate of Meredith College and my daughter is currently enrolled there as a Freshman. I am writing to ask you to please find a solution for the I-440 expansion with less impact to Meredith's campus! The current plan will forever change the character of our campus. I want my daughter to enjoy the same, beautiful, quiet, green, historic one I did! Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces, as well as invade Meredith with evitable noise, fumes, and debris " we do not want that! The completed interstate footprint would permanently disrupt the campus experience and negatively affect the college's beautiful historic campus.</p> <p>I implore you, please investigate additional design alternatives and methods to reduce the footprint and impact of this project!</p>	2	See response to Hillsborough-Wade Common Comment #6.
1138	Hillsborough-Wade	Meredith College	Alternatives	Noise	<p>Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.</p> <p>The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.</p> <p>Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.</p> <p>NCDOT's three plans also harm other area organizations to an unacceptable degree.</p>	1	See responses to Hillsborough-Wade Common Comments #6 through #9 and #11.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1139	Hillsborough-Wade	Meredith College	Alternatives		<p>I am a proud graduate of Meredith College (1963) and am writing to you to ask the NC Dept. of Transportation to go back to the drawing board to evaluate the impact of your plans on our campus and its future development. Meredith is one of the leading women's colleges in the Southeast and we need space to grow in order to become one of the best colleges in the U.S. Meredith is definitely one of the positive drawing cards that attracts women and families to the Triangle area.</p> <p>Meredith is one of Raleigh's most valuable and historical gems and as you probably know was previously land-locked in downtown Raleigh. Its current property was purchased with plans to become a larger women's educational institution. Our campus is now bound by the Beltway and If your plans for I-440 are implemented, Meredith will be limited to a smaller area for future development and our school will have little chance of becoming a much brighter star in the education of future students and a drawing card for new faculty.</p> <p>Please reconsider your decisions and rework your plans so that Meredith does not lose any of its valuable campus.</p> <p>Thank you,            Joyce Tripp Miller            Meredith Class of 1963</p>	0	See response to Hillsborough-Wade Common Comment #6.
1140	Hillsborough-Wade	Meredith College	Alternatives	Right of way	<p>All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus. NCDOT needs to go back to the drawing board and find something that will not adversely affect the private historic college.</p>	2	See response to Hillsborough-Wade Common Comment #6.



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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1141	Hillsborough-Wade	Meredith College	Alternatives	Noise	<p>Meredith College is a unique gem. A highly ranked private women's college that has thrived. Its expansion in student body and offerings can be contributed to its thoughtful growth and beautiful campus. Campus life is an integral part of the Meredith experience. On that campus students live, they compete in 8 NCAA Division III sports and they participate in long held campus based traditions. Meredith also shares this gem with the community, hosting public events like the Susan Komen Race for the Cure. On that campus Meredith has thoughtfully honored its history and planned for its future. The land and campus environment is key to its current success and its long range plan. Meredith is rooted in this land, a finite resource for the college.</p> <p>The current preliminary NCDOT plans would significantly degrade the campus and undermine plans for growth and enrichment of offerings, keys that has kept Meredith a vital educational institution with national recognition.</p> <p>Specific concerns are the significant changes and high impact of lighting, noise, the design of ramps and other auxiliary lanes, the extensive relocation of greenway spaces and the massive structures that would visually loom over the campus. Significant changes must be made to the plan with a goal to minimize the negative impact on the campus (light, noise, traffic speed and visual) and not interfere with long range plans for the use of the land.</p> <p>As a Meredith graduate and citizen of Wake County, I stand with Meredith College, our 2,000 students, 500 faculty/staff and 21,000 living alumnae that insist that NCDOT, FHWA and the Mayor/Raleigh City Council investigate additional design alternatives and methods to significantly reduce the footprint and impact of this project.</p>	1	See responses to Hillsborough-Wade Common Comments #6, #7, #8, #12, and #14.
1142	Hillsborough-Wade	Meredith College	Alternatives		<p>Meredith College is thriving in a time when Women's Colleges are struggling. Leave it and its beautiful campus out of your expansion plans. Meredith needs to retain its land so it can continue to grow. There has to be a better way.</p>	4	See response to Hillsborough-Wade Common Comment #6.
1143	Hillsborough-Wade	Meredith College	Alternatives		<p>As a Meredith College alum I am very concerned about how this potential change could negatively impact Meredith College. Meredith College is rich in history as a top women's college right here in Raleigh. It also empowers and educates hundred of women every year to be leaders in their communities. And personally I'm pretty shocked that the DOT would even consider a plan that would degrade such an institution that is so integral to Raleigh Durham.</p>	1	See response to Hillsborough-Wade Common Comment #6.
1144	Hillsborough-Wade	Meredith College	Alternatives	Noise	<p>Please go back to the drawing board and see if there is another solution. These options really affect the growth and development of Meredith college and the road would be very close to the existing development with increased noise etc.</p>	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1146	Hillsborough-Wade	Meredith College	Alternatives		<p>Go back and find an alternative to destruction on my beloved Meredith Campus!!!! Once you take it away and destroy it by adding more traffic and roadway, it is lost forever.....</p>	2	See response to Hillsborough-Wade Common Comment #6.
1147	Hillsborough-Wade	Meredith College	Alternatives		<p>None of the options preserve the Meredith College campus. MC has been an important member of the Raleigh community for over 100 years! NCDOT needs to reconsider and develop a fourth option that has a greatly reduced impact on the Meredith campus.</p>	1	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1148	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College alumna, I frequently used the Beltline during my 3 years in Raleigh. While the need for traffic management is important, it should not be at the cost of historical value, tradition and the area that Meredith college needs for future upgrades. Meredith College is a jewel that brings talented, educated women to Raleigh, NC, which benefits greatly from these women. Please consider an alternative to usurping Meredith College's much needed and valued land.	15	See response to Hillsborough-Wade Common Comment #6.
1149	Hillsborough-Wade	Meredith College	Alternatives		I also agree with Dr. Betty Webb's eloquent comments. Please find an alternative.	0	See response to Hillsborough-Wade Common Comment #6.
1153	Hillsborough-Wade	Meredith College	Alternatives		Need to go back and create a plan that will not impact Meredith College	1	See response to Hillsborough-Wade Common Comment #6.
1154	Hillsborough-Wade	Meredith College	Alternatives		As a 1954 Meredith graduate and an employee for 22 years, I have watched grow and change to meet the needs of students as changes occurred in society, while maintaining the basic attention to the education of women. This plan will not allow that to continue. Meredith has already given a large portion to I-440. It is my belief that this plan needs to be redrawn. I no longer use I-440, but my children do as do many friends and associates. It is an important route, but we do not need to kill a our college too make it better. Anne C Dahle, Raleigh 27609	1	See response to Hillsborough-Wade Common Comment #6.
1155	Hillsborough-Wade	Meredith College	Alternatives		Meredith has been an important part of the triangle since 1891, and has experienced so much extra growth and success in the past few years. And Meredith is only one of the sites that would be negatively impacted by these plans.	2	See response to Hillsborough-Wade Common Comment #6.
1160	Hillsborough-Wade	Meredith College	Alternatives		I graduated from NC State, and my daughter is a junior at Meredith, and your complete disregard and appreciation for beautiful, environmentally responsible greenspace is infuriating. Everyone is concerned and supportive for the preservation of greenspace until their "quest for money and progress" is affective. Well, you concerned citizens need look no further than the numerous empty, degrading, abandoned strip malls and ghastly unused office buildings that ransacked greenspace "in the name of progress and growth" to see how that usually turns out. Grow a conscience and do the right thing. Support, don't impede TRUE PROGRESS by leaving Meredith AND the University Club ALONE!!!! PROBLEM-SOLVE!!! NC State taught me to do that well, and Meredith is doing the same for my daughter!!!	3	See response to Hillsborough-Wade Common Comment #6.
1161	Hillsborough-Wade	Meredith College	Alternatives	Noise	I would urge you NOT to take so much land from Meredith College as the impact would be to destroy many of plans for growth as well as increase noise on campus. Please reconsider!!!	0	See responses to Hillsborough-Wade Common Comments #6 and #7.
1162	Hillsborough-Wade	Meredith College	Alternatives		Please go back to the drawing board for this interchange. My alma mater, Meredith College, is an island bounded by the Belt Line, Hillsborough St., Wade Ave. and Faircloth St. I respectfully request that the current narrow boundary the college has on the western side of the campus not be forfeited for I-40 widening. Meredith College is a community treasure, a well respected institution of higher education, and one of many reasons the quality of life of this city is so highly sought. Please respect the college and its legacy by finding an alternative to solving the traffic congestion without impacting the campus.	1	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1163	Hillsborough-Wade	Meredith College	Alternatives		These proposals are a stab through the heart. To destroy Meredith is unconscionable. Raleigh is synonymous with higher education and opportunity, these proposals are a sad and tragic commentary of both. The city is better than this and the college deserves more. NCDOT this is wrong. Please, don't destroy Meredith.	4	See response to Hillsborough-Wade Common Comment #6.
1164	Hillsborough-Wade	Meredith College	Alternatives	Construction	As a Meredith Alum (and future Meredith parent) and Wade Ave. resident none of these options are acceptable. The impact to this historic campus is too severe. It will deteriorate the current campus and impede future grow. Please consider these concerns: -- Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. -- The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. -- Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. -- NCDOT's three plans also harm other area organizations to an unacceptable degree. Please go back to the drawing board and find alternatives that do not burden Meredith College. Thank you!	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1166	Hillsborough-Wade	Meredith College	Alternatives	Noise	All of these options would negatively impact Meredith College and the surrounding neighborhoods. Taking away any of the land by Meredith College would not allow for the College to grow or expand and would cause a significant increase in noise pollution for the campus. Please do not do this!	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1167	Hillsborough-Wade	Meredith College	Alternatives		As Meredith College is the Southeast's largest college for women, Raleigh & the state of North Carolina should care more about protecting the institution than ruining the college's campus and effectively rendering it incapable of further expansion. Come up with another way.	2	See response to Hillsborough-Wade Common Comment #6.
1169	Hillsborough-Wade	Meredith College	Alternatives		All three plans impact Meredith College to a large degree. The college is becoming an island among highway projects, and this will destroy the campus even more.	2	See response to Hillsborough-Wade Common Comment #6.
1172	Hillsborough-Wade	Meredith College	Alternatives		All the options are unacceptable for Meredith College campus! Would impact Meredith in a negative way and have bad long term effects for students, and staff that depend on the campus for jobs!! You wonder why the public doesn't like DOT?? This is why!!! You take great things and destroy them!!! Please leave Meredith College out of the revised plans!!	2	See response to Hillsborough-Wade Common Comment #6.
1173	Hillsborough-Wade	Meredith College	Alternatives	Eliminate Hillsborough interchange	Please just eliminate the Hillsborough Street and Wade Ave project that impacts Meredith College in such a bad negative way!!! It would bring bad negative effects to the campus for years to come!! Not to mention, staff jobs that take care of the campus land!!	1	See responses to Hillsborough-Wade Common Comments #6 and #10.
1175	Hillsborough-Wade	Meredith College	Alternatives		As Meredith College alumna, I am opposed to the changes that will take away land from the campus and its future development as an asset to the future of the Raleigh community. I am all for changes when they are good and don't have a negative impact on surrounding areas, but these changes will have a negative impact on the Meredith campus and its community and its future. The NCDOT need to go back to the drawing board and create different plans.	4	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1176	Hillsborough-Wade	Meredith College	Alternatives	Noise	As a graduate of Meredith College I strongly oppose this proposal as it will negatively affect the current beauty and have an adverse affect on the colleges beauty as a result of noise and fumes. Meredith has always been a strong presence in Raleigh and supportive of the community. I live in Baltimore - an ever growing city who still recognizes the needs to respect the beauty of many universities located within the city- namely Hopkins , MICA and Loyola University's. These institutions of higher education are recognized as big parts of the city in a positive light- bringing many from out of this area and contributing and being recognized as revenue builders! They- among many other private schools and places of higher ed are appreciated for the positive light they provide to this city!! Please don't destroy a campus that is so beautiful and grows due to its continued growth! This proposal will cripple this growth and beauty!	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1177	Hillsborough-Wade	Meredith College	Alternatives		i am sure someone can come up with a better plan that does not take ANY or much of Meredith College campus. These plans will have a very negative impact on Meredith College... which deserves better from it's city!	1	See response to Hillsborough-Wade Common Comment #6.
1181	Hillsborough-Wade	Meredith College	Alternatives		Meredith is a beautiful and historic campus. It is affected too much. Any plans should affect Meredith land only up to 5 %.	1	See response to Hillsborough-Wade Common Comment #6.
1182	Hillsborough-Wade	Meredith College	Alternatives		This would ruin the amazing campus of Meredith College. There is always another solution;this one is not it.	9	See response to Hillsborough-Wade Common Comment #6.
1183	Hillsborough-Wade	Meredith College	Alternatives		Meredith College and it's campus is one major part of what makes Raleigh special. Destroying green space and campus land benefits no one. Other plans need to be made.	6	See response to Hillsborough-Wade Common Comment #6.
1184	Hillsborough-Wade	Meredith College	Alternatives		Any option that affects the beauty of Meredith College or impacts the possibility of its future expansion should not be considered.	1	See response to Hillsborough-Wade Common Comment #6.
1186	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College student I have to say that I don't agree with this plan, our school is small already, I do agree that the road in question needs to be fixed and improved but taking land from an learning institution is not the solution. From the year I started to now the schools population has grown, we need and use all of the space we have. This can not be the only solution, there is a way to improve the area that doesn't negatively effect my school that many students call home.	5	See response to Hillsborough-Wade Common Comment #6.
1188	Hillsborough-Wade	Meredith College	Alternatives		All options are horrendous and will not be tolerated. If you honestly think a highway is more important than the education of young women, you are sadly mistaken. The DOT will not mess with our land. We will not tolerate any of the options and we will not let you push us aside for a road. You do not want to mess with thousands of strong women who would give anything for Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
1189	Hillsborough-Wade	Meredith College	Alternatives		Land is the most valuable asset anyone has today, and to reduce that which my alma mater owns and utilizes to educate young women would be a disaster! The DOT MUST make changes in this plan to protect every inch of what this wonderful women's college owns and uses to benefit not only Wake County but the entire country!	2	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1192	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College student I completely oppose this change. Meredith is a beautiful place, not just to its students & faculty...but also to the city of Raleigh. It doesn't not deserve to be altered in any way.	7	See response to Hillsborough-Wade Common Comment #6.
1194	Hillsborough-Wade	Meredith College	Alternatives		As a student at Meredith College, I completely oppose this change. Meredith College is home to more than 2,000 undergraduate students, and our numbers are growing. Each year Meredith receives more and more women, and to accommodate these needs we need our land. To ensure the growth of the school, community, and the Meredith College students our land is much needed and to take it away would impede on our future. We are a historic college, going on 126 years, and Meredith has many great years ahead of them. Meredith College has been not only an asset to the Raleigh/ Cary community, but has also been an influence. Taking away our land is NOT the solution.	3	See response to Hillsborough-Wade Common Comment #6.
1195	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College student, I oppose this proposed change. There is no need to take a significant (about a fifth) part of our campus away to expand the beltline. If you want to keep citizens of Raleigh safe, how can you justify putting an edge of highly trafficked area onto a campus? I am sure there is another solution and a less costly solution at that. It is the existing on/off ramps that are the problem.	2	See response to Hillsborough-Wade Common Comment #6.
1197	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is a place of peace and serenity in the midst of all of the growth occurring in the Raleigh area. It would be a shame to take away from that in order to expand a highway. This is a small campus, and taking over 1/5 of the land would not be conducive to that peace and serenity I mentioned earlier. More importantly, this change will greatly impact the future opportunities for campus growth. Please consider other alternatives that would not affect my alma mater in such a significant way.	1	See response to Hillsborough-Wade Common Comment #6.
1200	Hillsborough-Wade	Meredith College	Alternatives		All three options have far too great an impact on Meredith College. The State needs to seriously reevaluate the thought of taking property from a PRIVATE HISTORIC college, that is already landlocked without opportunity to grow beyond the current grounds.	134	See response to Hillsborough-Wade Common Comment #6.
1201	Hillsborough-Wade	Meredith College	Alternatives		Please find another way and let Meredith be!	11	See response to Hillsborough-Wade Common Comment #6.
1202	Hillsborough-Wade	Meredith College	Alternatives		It seems there must be a better solution than to drastically impact Meredith's future than to "slightly improve" a traffic pattern. It's ashame the growth of one (the triangle areas population) has to impact the other (MC).	4	See response to Hillsborough-Wade Common Comment #6.
1204	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College Graduate, I strongly disagree with this change. Meredith College already has a very small campus and we need every bit of it to grow. Historic buildings are preserved throughout the city and this campus should be considered a historic landmark and protected!	4	See responses to Hillsborough-Wade Common Comments #6 and #9.
1205	Hillsborough-Wade	Meredith College	Alternatives		Meredith college's campus should NOT be sacrificed due to this issue. It is possible to find another way. The campus is historic and special to many women and should not be paved over because of traffic.	49	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1206	Hillsborough-Wade	Meredith College	Alternatives		None of these options are good ones because they all affect the Meredith campus. Ridiculous to think that once again growth is going to take away green space. Over 2000 women call Meredith home each year. Please don't take one of the main draws for so many women to come to Meredith away. Reconsider!!!	1	See response to Hillsborough-Wade Common Comment #6.
1208	Hillsborough-Wade	Meredith College	Alternatives		I felt instantly at home on Meredith's campus the first time I visited. And it's beauty has held that same feeling for me through four years there and many visits over the years since graduation. Taking away any of this historic campus would be devastating to past, present, and future students. I can't help but wonder if any of these options would be on the table if this were a large co-ed university. Find another way! There needs to be a solution that doesn't impact a college that means so much to so many and one which continues to educate so many future strong leaders in many areas throughout Raleigh and the rest of our state.	1	See response to Hillsborough-Wade Common Comment #6.
1212	Hillsborough-Wade	Meredith College	Alternatives		Impacting Meredith College to much	4	See response to Hillsborough-Wade Common Comment #6.
1214	Hillsborough-Wade	Meredith College	Alternatives		Don't do this unless you have a plan to benefit the College	1	See response to Hillsborough-Wade Common Comment #6.
1217	Hillsborough-Wade	Meredith College	Alternatives		I agree that this road needs updates, but the answer is NOT to take from Meredith College. I am alumni and I am proud that Meredith is a huge part of this Commhntity and to not think of the negative affects of this plan on a such an important part of Raleigh's history is a HUGE mistake.. This is unacceptable and I hope you will find a new solution that doesn't take away from such s wonderful part of Raleigh !!	3	See response to Hillsborough-Wade Common Comment #6.
1218	Hillsborough-Wade	Meredith College	Alternatives		I fully support the decision to address the issues regarding the roads, however, it should not be at the expense of one of Raleigh's beloved colleges. Taking away not only the opportunity to expand further, but also the land that is there already is not the solution. There has to be another solution that doesn't have such devastating repercussions.	3	See response to Hillsborough-Wade Common Comment #6.
1219	Hillsborough-Wade	Meredith College	Alternatives		Although I can completely understand the need for improvements along I-440, I cannot support this current plan. Meredith College is an incredible school with so much potential for growth. Over the past 126 years, Meredith College and it's students have made endless contributions to the city we love and call home. Allow us to grow even more so we may continue supporting our community on an even greater scale!	6	See response to Hillsborough-Wade Common Comment #6.
1220	Hillsborough-Wade	Meredith College	Alternatives		As a Alumna, I stand in solidarity with my Meredith College sisters, professors, and all staff against ANY option that disrupts our beautiful campus. I implore you to find another solution. '89	1	See response to Hillsborough-Wade Common Comment #6.
1221	Hillsborough-Wade	Meredith College	Alternatives		Meredith College has been my home for the past two years. This proposal will steal 1/5 of our campus, ruining the beauty of it. Could you imagine walking around a campus that is a construction zone? Not to mention that we are a growing community. Each year more and more young women attend Meredith. This type of change will have a lasting effect on us and our campus for forever. There needs to be a second proposal. This is not what's best for the surrounding community.	16	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1222	Hillsborough-Wade	Meredith College	Alternatives		My grandmother, mother and I all are Meredith women and have treasured the sanctity and strength it has offered. Part of that has been the peaceful campus and the thoughtful expansion. This plan not only disrupts the peaceful nature but negatively impacts the future expansions and Meredith's National Register historic district. Meredith, as an all women's college, brings much prestige to Raleigh and this plan would likely jeopardize its national standing. Ask any prospective student how valuable the "feel" of a school is and you will understand why Meredith's efforts to remain current yet stately are critical,	0	See responses to Hillsborough-Wade Common Comments #6 and #9.
1223	Hillsborough-Wade	Meredith College	Alternatives	Noise	Meredith will be affected for generations with this large deletion of the campus, a deletion that follows many acres of Meredith campus being sacrificed in previous years to Beltline and community construction. Meredith students will be affected for years with noise, debris, and foot traffic very close to forms and living areas, and there is no doubt recruitment will be affected. This very large area of land will also decrease the ability for Meredith to expand and renovate, abilities that are sure to be the case with a strong enrollment and selective admissions process that indicates Meredith can grow whenever it wants. Please go back to the drawing board on this plan, exploring possibilities for the Hillsborough St exit to be affected and changing the campus much less	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
1225	Hillsborough-Wade	Meredith College	Alternatives		Meredith College has influenced the community and state positively for decades. All of these alternatives will negatively impact the college and its influence in the future.	1	See response to Hillsborough-Wade Common Comment #6.
1226	Hillsborough-Wade	Meredith College	Alternatives		ALL of these options are completely inappropriate and lack thoughtful and innovative options. If destroying 17 acres of a women's college that has served Raleigh, NC, and the larger community seems like a good plan, I fear not much thought has been put into this. I reject these three options and implore you to come up with better solutions.	1	See response to Hillsborough-Wade Common Comment #6.
1228	Hillsborough-Wade	Meredith College	Alternatives		As the father of a Meredith College graduate I have become aware of the significance of this College's role in developing strong young women who will serve as leaders in our local community, the State, our nation and across the world. Yes, there is a huge need to improve this section of the Beltline for safer transportation but Meredith's campus should be unharmed. It serves as an attractive beacon to bright young women and is the logical location for future development of Meredith College's campus infrastructure.	11	See response to Hillsborough-Wade Common Comment #6.
1230	Hillsborough-Wade	Meredith College	Alternatives		As a graduate of Meredith College and current faculty member, I urge the DOT to find a solution that does not negatively impact such a beloved Raleigh institution.	10	See response to Hillsborough-Wade Common Comment #6.
1233	Hillsborough-Wade	Meredith College	Alternatives		As an alumni of Meredith College it saddens me to think of losing even one square inch (much less the proposed 20%.) Please go back to the drawing table on this one.	4	See response to Hillsborough-Wade Common Comment #6.
1235	Hillsborough-Wade	Meredith College	Alternatives		It is hard to believe that no one involved in this project is capable of devising a Wade/Hillsborough interchange plan that will not affect Meredith College adversely. The educational and aesthetic damage of the three current proposals is unacceptable.	1	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1236	Hillsborough-Wade	Meredith College	Alternatives		I am a Meredith College graduate and would hope that the DOT would take into consideration the amount of land they are proposing to absorb from a land-locked campus. By expanding 440 under the current plan, Meredith College's growth will be restricted for many future generations of women. Please reconsider the proposed 440 corridor changes.	2	See response to Hillsborough-Wade Common Comment #6.
1237	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College grad, I implore NCDOT to find an alternative solution that does not impose on this beautiful campus. Not only for the sake of the current and future campus population, but for preserving this important institutional landmark for the entire greater community.	7	See response to Hillsborough-Wade Common Comment #6.
1238	Hillsborough-Wade	Meredith College	Alternatives		Find a new way! Do not impede on Meredith College land. We paid too much for it! It is privately owned land that the city can not just take over. Over 21,000 graduates have been impacted by that land. This would never be a conversation if this was a state institution.	2	See response to Hillsborough-Wade Common Comment #6.
1239	Hillsborough-Wade	Meredith College	Alternatives		Meredith College has been important to my family for more than 100 years. My grandmother, mother and I are alumnae. Please find another way to solve traffic problems without taking so much of the college's land and potential for future expansion.	2	See response to Hillsborough-Wade Common Comment #6.
1242	Hillsborough-Wade	Meredith College	Alternatives		I am an alumnae of Meredith College. Merediths' beautiful campus in the midst of the city is one of the things that drew me to consider it as my educational choice. Its alumna, strength, and traditions have impacted the state of North Carolina, our country, and the world in important ways beyond measure. Please treat Meredith College like the priceless presence it is in Raleigh. There are other ways to meet traffic needs which will respect this beautiful green space resource. Please go back to the drawing board.	0	See response to Hillsborough-Wade Common Comment #6.
1243	Hillsborough-Wade	Meredith College	Alternatives		Expanding 440 in this way would be a detriment to the growth of Meredith in the future and destroy the the west side of campus. As an alum I'd hate to see the largest women's college in the southeast lose its ability to grow and stay competitive. The college has been cooperative of previous needs for town development but this is too much. Raleigh has a town and university full of engineers- certainly someone has a better idea- perhaps build up/over as opposed to widening the road.	1	See response to Hillsborough-Wade Common Comment #6.
1244	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is my alma mater and an important part of Raleigh's history. This plan is detrimental to the campus and I adamantly opposed it.	4	See response to Hillsborough-Wade Common Comment #6.
1246	Hillsborough-Wade	Meredith College	Alternatives		Meredith College has provided higher level education to hundreds of young women thru the over 100 years of its existence. It is unacceptable to claim property from Meredith and NC State for traffic congestion. Please go back to the drawing board.	1	See response to Hillsborough-Wade Common Comment #6.
1247	Hillsborough-Wade	Meredith College	Alternatives		I am a 1963 graduate of Meredith College and am deeply concerned about the potential to negatively impact its future. Please go back and ensure that the important growth issue does not take steps that will impact the future of loyal past, present and future city advocates.	1	See response to Hillsborough-Wade Common Comment #6.
1248	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith alum I am opposed to this change. Yes the corridor needs updates but there must be another way. By encroaching on Meredith's grounds NCDOT is impeding on the colleges future growth and value. Meredith was and is a safe haven in the community, please don't restrict that by running a highway through campus.	5	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1249	Hillsborough-Wade	Meredith College	Alternatives		This proposal had too great an impact on the historic Meredith College community. Please consider another plan that does not impact Meredith's campus in such a drastic way.	1	See response to Hillsborough-Wade Common Comment #6.
1250	Hillsborough-Wade	Meredith College	Alternatives		I wish I had input on the Walnut Street improvement but again, I side with so many others and reiterate the importance of not touching the historic Meredith College campus. The campus has been a friend to the City of Raleigh and produces top-notch employees for the state and City of Raleigh. Meredith College is known for its beauty and serenity while still being surrounded by roads/highways. There must be a better, more thought-out option in this matter. Stand by and watch the loyal Meredith College friends, alumnae, faculty and staff comments roll in...	2	See response to Hillsborough-Wade Common Comment #6.
1251	Hillsborough-Wade	Meredith College	Alternatives		The proposed changes impact Meredith College greatly. With a loss of 1/5 of campus, growth of the college is severely limited. In addition, the expansion and increased traffic with adversely affect the environmental quality of campus. Further study needs to be done to reduce these impacts.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1257	Hillsborough-Wade	Meredith College	Alternatives		Meredith College campus should not suffer b/c of lack of imagination on the part of DOT.	4	See response to Hillsborough-Wade Common Comment #6.
1258	Hillsborough-Wade	Meredith College	Alternatives		I understand the importance and necessity of making improvements to 440. I would, however, like the NCDOT to consider plans that do not impact Meredith College so heavily. Meredith College has a tremendous impact in many women's lives and Meredith is one of the few private women's colleges still in existence. I believe there is a better plan for 440.	0	See response to Hillsborough-Wade Common Comment #6.
1260	Hillsborough-Wade	Meredith College	Alternatives		All three of those options negatively impact Meredith College. There has to be a better plan that will not significantly alter this beautiful private campus.	4	See response to Hillsborough-Wade Common Comment #6.
1261	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith graduate I request that you go back to the drawing board and design a less intrusive and impactful option for land expansion. The Meredith campus should not be disrupted as much as it is with the present plan. Thank you for reconsidering this plan.	1	See response to Hillsborough-Wade Common Comment #6.
1262	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College graduate and a citizen who uses the Beltline occasionally, I am opposed to this change. Meredith's beautiful campus is part of what brings students to Meredith.	2	See response to Hillsborough-Wade Common Comment #6.
1263	Hillsborough-Wade	Meredith College	Alternatives		As an Alumnae of Meredith College I am in no way in support of this proposed expansion. This would significantly impacts the students, faculty, staff and the City of Raleigh. I would suggest that the NCDOT go back to the drawing board and design a less intrusive and less impactful option for lane expansion.	3	See response to Hillsborough-Wade Common Comment #6.
1264	Hillsborough-Wade	Meredith College	Alternatives		Meredith College will be adversely affected by all these plans. If it can not be avoided, the least impactful must be considered! Losing land preserved for future development, having increased traffic with noise, & fuel pollution, degrading the aesthetic of the campus, will all affect students' desire to attend. That unfairly negatively impacts Meredith's bottom line ability to maintain the wonderful educational institution it has been, and re-proves itself to be, since it's founding in 1891.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1265	Hillsborough-Wade	Meredith College	Alternatives		As a long time Raleigh resident and Meredith College alum, I am very disappointed in this plan. This area of the belt line is a problem and I appreciate NCDOT working with the community to address it. Recognizing something should be done, this plan is not a long term solution, and yet it has permanent negative effects on Meredith College. Meredith is a top notch school that educates women making significant contributions to the Raleigh community. This plan reduces the size of the campus and in turn jeopardizes opportunities for growth. Meredith should more appreciated and ultimately protected.	3	See responses to Hillsborough-Wade Common Comments #6 and #7.
1266	Hillsborough-Wade	Meredith College	Alternatives		This will be really bad for Meredith College, and surrounding community organizations. To quote President Jo Allen of Meredith College: "Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus." I am a Meredith College Alumni, and want to preserve the beauty of Meredith College, and see it grow. Pamela Smith Compton - Dr. Jo Allen, President, Meredith College, Class of 1980	0	Comment acknowledged.
1267	Hillsborough-Wade	Meredith College	Alternatives		All three options are going to impact Meredith College way too much! Meredith is not only my home but a part of Raleigh's history. We should be helping it to grow not be destroying it little by little.	16	See response to Hillsborough-Wade Common Comment #6.
1268	Hillsborough-Wade	Meredith College	Alternatives		Neither current alternative is acceptable, in my view. Besides the education reasons the health of Meredith College is important, Meredith is also important to the Raleigh community. All of these alternatives adversely impact a community gem.	1	See response to Hillsborough-Wade Common Comment #6.
1269	Hillsborough-Wade	Meredith College	Alternatives		Unfortunately, all of the alternatives would present an untenable situation for Meredith. As a graduate, I have a continuing interest in seeing the college thrive, and I am confident that the current plans would be a significant blow to the college. Of course, widening the Beltline is a needed improvement, but there should be additional study and planning to create a plan that does not negatively impact Meredith's ability to expand learning on the campus and the opportunity to have a positive atmosphere for learning and community-building on the campus.	1	See response to Hillsborough-Wade Common Comment #6.
1270	Hillsborough-Wade	Meredith College	Alternatives		DOT, please offer an alternative!!!! Meredith is one of the top women's college in the nation. Taking away land is taking away Meredith's ability to grow. 1/5 IS A LOT!!!!!!!!!! Growth to a college campus offers positive growth to a city. Meredith is historical. The property is beautiful! Leave the property alone! I have seen the growth of the campus over the years and it's making a positive impact on the programs they offer students, the community and businesses worldwide. You are telling Meredith to stop growing! This is sick! And not to mention how this will impact NC State, yet another reason Raleigh thrives. Come on! You engineers are smarter than this right??!!	4	See response to Hillsborough-Wade Common Comment #6.
1271	Hillsborough-Wade	Meredith College	Alternatives		I work and shop in Raleigh, and am a Meredith alum. I want minimal impacts to Meredith.	3	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1272	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College graduate and Raleigh teacher, I have used these roadways for years. There is room for improvement along the roadways, however I believe there has to be other means of improving the roadways in which Meredith College and surrounding businesses are not impacted as great as this plan predicts.	7	See response to Hillsborough-Wade Common Comment #6.
1274	Hillsborough-Wade	Meredith College	Alternatives		I am a Meredith College alum who used 440 and Wade Avenue regularly when I commute to work, go shopping, and go to doctor's appointments. I think there is room for improvement, but taking part of Meredith's campus and grounds is NOT a feasible, necessary, or prudent course of action. Please consider alternatives!	30	See response to Hillsborough-Wade Common Comment #6.
1275	Hillsborough-Wade	Meredith College	Alternatives		All three options greatly impact Meredith College. Meredith College's campus is already much smaller than the surrounding colleges and they work diligently to utilize every aspect of land they have. All three options take important land away that is used to educate future generations of women. There will always be congested traffic in Raleigh and specifically this particular area because of the surrounding colleges which bring prospective students, current students, and employees and staff of the colleges. The state fairgrounds are also in this area further congesting traffic. Regardless of the expansion options there will continue to be traffic simply because of the amount of people who need to be in the area for one reason or another.	1	See response to Hillsborough-Wade Common Comment #6.
1276	Hillsborough-Wade	Meredith College	Alternatives		The taking of land from Meredith College campus with this Wade Avenue/Hillsborough Street interchange must be reconsidered by the NCDOT. Destruction of a good portion of this beautiful yet small campus should not be allowed. Surely traffic could be redirected to other interchanges, leaving the Meredith campus intact or nearly intact. Many have called this campus home for over 125 years. Please research other options!	1	See response to Hillsborough-Wade Common Comment #6.
1277	Hillsborough-Wade	Meredith College	Alternatives		I attend meredith college and I would hate to see campus taken by a road. This is a beautiful school where young girls are made into strong women. It has shaped so many girls and in order for it to shape more, they will need to grow the campus. Taking part of the campus for this road will prevent meredith from growing more and helping shape more woman in our community. Meredith is a wonderful place that has a rich history. I really hope there is another option besides taking a chunk of our beautiful campus.	18	See response to Hillsborough-Wade Common Comment #6.
1281	Hillsborough-Wade	Meredith College	Alternatives		This is a historical college and needs to remain as such. It needs to be a priority for the city and state, for Meredith college to be preserved. As a Meredith graduate I oppose the expansion of 440 as proposed because it ruins the aesthetics of the property. There needs to be an alternative plan.	8	See response to Hillsborough-Wade Common Comment #6.
1283	Hillsborough-Wade	Meredith College	Alternatives		All three options have far too great an impact on Meredith College. The State needs to seriously reevaluate the thought of taking property from a PRIVATE HISTORIC college, that is already landlocked without opportunity to grow beyond the current grounds.	1	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1284	Hillsborough-Wade	Meredith College	Alternatives		As a current Meredith College student, I strongly oppose this plan. It would negatively impact our campus life, community, and so much more. Meredith College is a special, historic, and beautiful place that should not be changed by the growth of a road. The campus is already small enough, so wiping out 1/5 of our space would greatly impact the school. Not only does this plan impact Meredith, but also other areas that are used for education and community. The belt line is already big enough, please do not expand it further. Meredith needs all the space it can get for hosting many city and statewide events, games, competitions, and so much more. By taking part of our campus, there will be less parking for commuters, visitors, residents, and staff. It is very upsetting to hear that someone wants to eat up a piece of our already small but important college just for a road that most of us only use a couple times a week. On behalf of the Meredith community, please do not take away our private land for your public road. This plan will cause unimaginable damage to our school in many ways.	5	See response to Hillsborough-Wade Common Comment #6.
1285	Hillsborough-Wade	Meredith College	Alternatives		I strongly oppose any plans that would impact Meredith College. I agree that a need for change exists but not a change that would destroy Meredith's land and their ability to grow and expand. Please find an alternative.	1	See response to Hillsborough-Wade Common Comment #6.
1289	Hillsborough-Wade	Meredith College	Alternatives		I think it would be best to minimally impact the Meredith College campus.	1	See response to Hillsborough-Wade Common Comment #6.
1290	Hillsborough-Wade	Meredith College	Alternatives		Greatly impacting a historical women's college and its ability to grow. Congratulations Raleigh. That is true progress. Go back to the drawing board and get creative. Perhaps one of our esteemed graduates could help you.	1	See response to Hillsborough-Wade Common Comment #6.
1292	Hillsborough-Wade	Meredith College	Alternatives		Please consider alternatives (like you did for other sections of this expansion) that would not drastically impact the Meredith College campus.	2	See response to Hillsborough-Wade Common Comment #6.
1293	Hillsborough-Wade	Meredith College	Alternatives		I really feel that there should be more studies done to understand how it would impact the Meredith College campus. While I understand that NC State is also impacted, they have multiple campuses with much more land to expand on. Meredith only has one campus. All of these options would basically put the road right next to our student center, arts building, and gymnasium. We would lose major commuter parking (and a large amount of our student population are commuters especially those in our night classes for graduate school). One of the the reasons I chose Meredith was the beauty and quietude of campus, and this would ruin BOTH of those. This would also greatly limit the ability to expand. If you haven't been on campus recently, you might not be aware of the fact that three major buildings have been added in just the past sixteen years. That's jobs for the community. That's the ability to have a larger student body which leads to more consumers in the community. PLEASE consider alternatives to make this less intrusive to the Meredith College community.	1	See responses to Hillsborough-Wade Common Comments #6 and #15.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1294	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>I am a Meredith alumna, class of 2017, and I strongly oppose the NCDOT attempting to take land from Meredith's campus. Let's review the harm that the NCDOT will be causing by taking this land from Meredith, per a Meredith email:</p> <ul style="list-style-type: none"> <li>- Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.</li> <li>- The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.</li> <li>- Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.</li> <li>- NCDOT's three plans also harm other area organizations to an unacceptable degree.</li> </ul> <p>Would any other institution sit by and let around 1/5 of its land be taken without protest? Absolutely not. NCDOT, go back to the drawing board and let us know when you have a reasonable plan.</p> <p>Please join me and so many others by opposing this "plan" proposed by the NCDOT.</p>	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1295	Hillsborough-Wade	Meredith College	Alternatives		Meredith College will lose 1/5 of their land and it's a small campus to begin with. It's not right and other options should be considered!	9	See response to Hillsborough-Wade Common Comment #6.
1297	Hillsborough-Wade	Meredith College	Alternatives		As a historic property and, perhaps, the most prestigious women's college in the southeast, Meredith College needs to be protected. It's grounds are idyllic, a soothing place to spend an afternoon. Additionally, running a highway so close to student housing will be distracting and, possibly, dangerous. I urge Raleigh's planners to protect our special properties.	0	See response to Hillsborough-Wade Common Comment #6.
1298	Hillsborough-Wade	Meredith College	Alternatives		I understand that there is a real need to improve the traffic patterns on the belt line and its' interchanges. As a Raleigh resident and Meredith alumna I urge you to choose the plan that has the least impact on the Meredith campus. Meredith does not have access to the huge amounts of state-owned land that NCSU enjoys. The impact of lost acreage at Meredith would be severe.	1	See responses to Hillsborough-Wade Common Comments #6.
1300	Hillsborough-Wade	Meredith College	Alternatives		Please don't encroach upon the beautiful campus that sets Meredith apart from so many other institutions. My alma mater deserves room to grow and serve even more female leaders in the future!	5	See response to Hillsborough-Wade Common Comment #6.
1301	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is a private historic college and much too dear an asset to the community to take land away from it. They already have limited space as it is. It would shameful to take away any part of this beautiful campus just to build a new road. I do NOT support any of these options!!!	2	See response to Hillsborough-Wade Common Comment #6.
1302	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College graduate, please find another alternative. The NCDOT has to find another way so as to not impede future growth of an institution that is so vital to Wake County and the State of North Carolina. Allowing this plan to go through would alter the future of thousands of young women and future leaders in your community. The loss of land would be detrimental to Meredith College and the community it loves.	4	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1303	Hillsborough-Wade	Meredith College	Alternatives		As a longtime resident of the Raleigh area (before, during, and after college), a daily user of 440 in this area, & a Meredith College alum, I have some strong feelings on this subject. While I absolutely do not dispute the fact that the 440 expansion is necessary and will greatly improve traffic conditions in this area, each of these options requires a crippling impact on the college that is so near and dear to my heart. Yes, the area is expanding, but so is the college, and by taking this land away, the college will be unable to grow and reach its full potential. There are also serious ramifications in terms of aesthetics which will be caused by these planned expansions. The majority of the Meredith and Raleigh communities say that the college's beauty is one of the main draws of the college. Meredith is a rich part of Raleigh's history and I hope that the DOT can re-examine the situation and come up with other options which will be less intrusive to the college. Thank you for your time and hard work on this matter.	1	See responses to Hillsborough-Wade Common Comments #6 and #14.
1304	Hillsborough-Wade	Meredith College	Alternatives		A new solution is needed other than taking part of Meredith College. This plan will have a large negative impact on the College which is and has been a huge advocate of Raleigh.	2	See response to Hillsborough-Wade Common Comment #6.
1305	Hillsborough-Wade	Meredith College	Alternatives		All options impact Meredith College too much. Meredith College is a Historic school which has been part of Raleigh for over 125 years. The current site is landlocked already by the Beltline, Hillsboro St, Wade St and Faircloth St. If any of these options were to be considered then it would severely take land Meredith plans to use for the future growth of the college. Please go back to the drawing board and come up with other options that won't affect Meredith College so severely.	5	See response to Hillsborough-Wade Common Comment #6.
1306	Hillsborough-Wade	Meredith College	Alternatives		Each of these options have incredible potential to drastically alter the campus of Meredith College. Please rethink this whole area. We do not want to take away from this historic campus and college or ruin the environment for so many who live, work, and support Meredith. Thank you for respecting the college and valuing the green space. Please do not make these drastic changes. History, beauty and nature are more important than traffic flow!	1	See response to Hillsborough-Wade Common Comment #6.
1307	Hillsborough-Wade	Meredith College	Alternatives		Please, please do not expand onto the grounds of Meredith College. All options have a severe impact on OUR campus! Meredith College '18	3	See response to Hillsborough-Wade Common Comment #6.
1309	Hillsborough-Wade	Meredith College	Alternatives		The options negatively impact Meredith College. It's not fair to the students and faculty of Meredith to make these changes. It will damage the future of Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
1310	Hillsborough-Wade	Meredith College	Alternatives		Can you figure out another way that will not disrupt the Meredith Campus?	2	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1311	Hillsborough-Wade	Meredith College	Alternatives	Lighting	As a Meredith alumna, I am very concerned about the impact on the Meredith College campus of the proposed DOT plans. Losing up to 20% of the campus land is substantial for a land-locked college, preventing ongoing growth and quality of life on campus. The extra lighting, noise and congestion that are inevitable from the DOT plans must be strongly evaluated regarding negative impact on students and their learning/living environment. Meredith College is a jewel nestled in a desirable and vibrant NC location and offers a unique on-campus learning environment for its students. Meredith's students, faculty and staff have, for over 100 years, cooperated with the state, city of Raleigh, neighbors, local businesses and universities. As a result, many graduates stay to live and work in the area and serve as strong leaders and active citizens. Let's not ruin that!	3	See responses to Hillsborough-Wade Common Comments #6, #7, and #8.
1313	Hillsborough-Wade	Meredith College	Alternatives	Lighting	The three alternatives affect Meredith College and the University Club too much. Both are important to West Raleigh. Meredith, in particular, will lose land that will enable it to grow (new academic buildings and other learning spaces). The flyover on the Meredith side would create lighting and sound problems close to the Oaks apartments.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #8.
1314	Hillsborough-Wade	Meredith College	Alternatives		All alternatives would have a devastating impact on Meredith College. Please rethink this plan.	1	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1316	Hillsborough-Wade	Meredith College	Alternatives		<p>To whom it may concern:</p> <p>I am a proud graduate of Meredith College, Class of 1971. I will never forget the experience of higher learning on the beautiful and historic campus and in the Raleigh community. Meredith graduates have gone on to hold countless meaningful positions in the communities of North Carolina and beyond. Now I find that the campus is in danger of losing significant acreage in addition to the loss of safety, privacy, and future growth to the expansion of I-440.</p> <p>"Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus.</p> <p>Dr. Jo Allen, President, Meredith College, Class of 1980</p> <p>The Problems with NCDOT's Plans</p> <ul style="list-style-type: none"> <li>— All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.</li> <li>— Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.</li> <li>— NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.</li> <li>— Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.</li> <li>— NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.</li> <li>— NCDOT's three plans also harm other area organizations to an unacceptable degree.</li> </ul> <p>What Next?</p> <ul style="list-style-type: none"> <li>— NCDOT should recognize the irrevocable damage its plans would cause and</li> </ul>	0	See responses to Hillsborough-Wade Common Comments #6 through #9 and #11.
1318	Hillsborough-Wade	Meredith College	Alternatives		<p>The parking on the side of Meredith's campus this new route will take away from the college is already fairly bad. Why make matters worse for Meredith students, faculty and visitors? Go back to the drawing board! Meredith is already tight on space, yet continually growing in class size and athletic teams, so we need whatever room we currently have to accommodate growth, stop trying to take that away from us!</p>	3	See response to Hillsborough-Wade Common Comment #6.
1319	Hillsborough-Wade	Meredith College	Alternatives		<p>As a Meredith college graduate &amp; someone who works in Cary and uses the beltline to get to work---yes, improvements are needed...but they should NOT be taken from Meredith Campus. There has been tremendous growth since I graduated in 2003 and they are in need of the land for the school growth and future developments.</p>	5	See response to Hillsborough-Wade Common Comment #6.
1321	Hillsborough-Wade	Meredith College	Alternatives		<p>As a Meredith College Graduate, I am opposed to this plan due to the fact that it will negatively affect the Meredith College campus. This is a campus that is known for its beauty, it's serenity and it's history. This is a place that myself and thousands of other women considered home and still consider home, years after graduating. Find another solution</p>	2	See response to Hillsborough-Wade Common Comment #6.



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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1323	Hillsborough-Wade	Meredith College	Alternatives		Meredith has ALWAYS given much to the Raleigh community! It is a family member of our community. PLEASE PLEASE PLEASE do not tear her apart with proposed options. Let us start over and have a win - win solution for all!!!!	1	See response to Hillsborough-Wade Common Comment #6.
1324	Hillsborough-Wade	Meredith College	Alternatives		Please revise. All 3 will impact a beautiful campus of a college that is important to Raleigh.	0	See response to Hillsborough-Wade Common Comment #6.
1325	Hillsborough-Wade	Meredith College	Alternatives		Please reconsider the impact all of these options have on the Meredith College campus. The campus is considered an historical site. The construction process would be exceptionally detrimental to campus life. Future growth would be hampered by taking land from the campus. You have the past, present, and future of this wonderful institution in your hands. She is a lovely jewel in Raleigh's crown. Don't risk her welfare - please.	0	See responses to Hillsborough-Wade Common Comments #6 and #9.
1326	Hillsborough-Wade	Meredith College	Alternatives		All options will take too much land from Meredith College. Meredith is a thriving public institution that regularly gives back to the state of NC through serving the community and training and forming students to work for good in Raleigh and beyond. This college is growing, and any of these options will significantly decrease opportunities for growth and expansion. There has got to be another way that will not so negatively affect this campus. Please reconsider and provide new options. Thank you for your work!	1	See response to Hillsborough-Wade Common Comment #6.
1327	Hillsborough-Wade	Meredith College	Alternatives		I am an employee of Meredith who works in the academic building that is closest to the Beltline. Please find a way different from these three proposals to minimize the impact on Meredith's campus. We don't want to be like an urban campus with road traffic interfering with our student's education and experience living on campus. Can you please make this road design around Meredith more like how 540 is in North Raleigh? The exit ramps are all fairly close to the roadway to minimize the impact on property owners.	2	See response to Hillsborough-Wade Common Comment #6.
1328	Hillsborough-Wade	Meredith College	Alternatives		Do not take land from the Meredith Campus. It is a beautiful school, and I am sure there are other ways to resolve this problem without hurting an important educational institution in our area.	1	See response to Hillsborough-Wade Common Comment #6.
1329	Hillsborough-Wade	Meredith College	Alternatives	Construction	As a Meredith Alum (and future Meredith parent) and Wade Ave. resident none of these options are acceptable. The impact to this historic campus is too severe. It will deteriorate the current campus and impede future growth. Please consider these concerns: -- Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. -- The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. -- Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. -- NCDOT's three plans also harm other area organizations to an unacceptable degree. Please go back to the drawing board and find alternatives that do not burden Meredith College. Thank you!	2	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1330	Hillsborough-Wade	Meredith College	Alternatives		Everyone needs to go back to the drawing board. If any of the proposed plans are approved, Meredith College will lose COUNTLESS acres that Meredith alumnae, faculty, staff, friends, and students hold dear-clearly no one involved in the plans has ever been or experienced the amazing life of Meredith College. There is a way to make everything work. However, widening the highway is not the answer. The Meredith College campus is a historic locations that many people are proud of. As an alumnae myself, I am so proud to be a graduate of such an amazing school and lovely campus. Impeding on such a campus would be detrimental to everyone.	0	See response to Hillsborough-Wade Common Comment #6.
1334	Hillsborough-Wade	Meredith College	Alternatives	Noise	Please reconsider your plans and the impact they will have on the Meredith College campus. Meredith is a thriving college with plans to continue growing and contributing to the greater Raleigh area. Your plan limits the space available for growth and the noise and increased traffic would have a detrimental impact on the students' quality of life.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1335	Hillsborough-Wade	Meredith College	Alternatives		All options significantly effect the campus of Meredith College and her faculty, staff, and students. I absolutely agree with MC's President Jo Allen's statement: "Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus." I respectfully request that these plans be reconsidered. Carol Clapp Lemke, Class of 1977	2	See response to Hillsborough-Wade Common Comment #6.
1336	Hillsborough-Wade	Meredith College	Alternatives		I do not like any option as all will forever adversely impact those students who have attended Meredith in the past and future students as well. Rethink the plan!!	0	See response to Hillsborough-Wade Common Comment #6.
1337	Hillsborough-Wade	Meredith College	Alternatives		All versions of this interchange are too close to Meredith's campus and limit/inhibit future growth and changes by the College which will have massive unintended consequences. When I was a student @ Meredith - I enjoyed when the Campus hosted "Pops in the Park" by the NC Symphony Orchestra at the front of the Campus on Labor Day Weekend. There was room to spare back then. Since that time Meredith has added a large athletic facility which takes up much of that space. They have also added on campus apartments. These additions have allowed the College to flourish and thrive and in turn the City, County, State, and Nation. Taking acreage from the College limits their future decision making ability and therefore their ability to flourish and thrive. Their ability to flourish and thrive has a large ripple effect. Please reconsider this short sighted plan. Future generations need to be considered and given priority.	0	See response to Hillsborough-Wade Common Comment #6.
1339	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith Alum I recognize the negative impact to campus this road change would cause. Athletics are a huge draw for the school and a differentiator when you compare us to other woman's colleges. As a former Meredith athlete i see the impact to the general athletic field as detrimental to campus life, enrollment, revenue, and general awareness about our school. In addition, the impact to displacing the commuter lot would negatively impact the hundreds of students commuting every day. Please explore other alternatives to the road renovations that would not negatively impact Meredith.	5	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1340	Hillsborough-Wade	Meredith College	Alternatives		This will adversely affect Meredith College by taking 1/5 of its land for the project. As a women's college who educates talented students from NC, all over the US, and all over the world, this project will affect their ability to maintain their level of excellence.	0	See response to Hillsborough-Wade Common Comment #6.
1341	Hillsborough-Wade	Meredith College	Alternatives		This will adversely affect Meredith College by taking 1/5 of its land for the project. As a women's college who educates talented students from NC, all over the US, and all over the world, this project will affect their ability to maintain their level of excellence.	0	See response to Hillsborough-Wade Common Comment #6.
1345	Hillsborough-Wade	Meredith College	Alternatives	Noise	These options impact the historic campus of Meredith College way too much. Meredith College is one of Raleigh's most beautiful treasures and needs to be preserved. The plans take away a significant amount of land from Meredith and bring the noise and the pollution too close. NCDOT--please reconsider and go back to the drawing board for an alternative that saves this campus. Thank you.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1346	Hillsborough-Wade	Meredith College	Alternatives	Noise	These options impact the historic campus of Meredith College way too much. This campus is one of Raleigh's most beautiful treasures and needs to be preserved. The plans take away a significant amount of land from Meredith and bring the noise and the pollution too close. NCDOT--please reconsider and go back to the drawing board for an alternative that saves this campus. Thank you.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1348	Hillsborough-Wade	Meredith College	Alternatives		As a graduate of Meredith College, I realize that area of 440 is congested and needs improvement. But to select any of these plans would harm an important (historic) private college and community center. Meredith College is a thriving women's college in a time where those kinds of institutions are suffering. It's worth preserving! To take so much land would inhibit growth, and the college IS growing. There's only so much land available to the school as it is for future dorms and academic buildings. Please reconsider these plans and find a way to preserve these places that are so important to Raleigh.	1	See response to Hillsborough-Wade Common Comment #6.
1350	Hillsborough-Wade	Meredith College	Alternatives		All of these options will impact Meredith College negatively. Meredith is an important part of Raleigh, both educationally and corporately and 20% of the campus will be effected. This is unacceptable. It affects future growth and past traditions. Please reconsider all 3 of these plans.	1	See response to Hillsborough-Wade Common Comment #6.
1352	Hillsborough-Wade	Meredith College	Alternatives		Please reconsider these options in order to limit the impact on Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
1353	Hillsborough-Wade	Meredith College	Alternatives		All three options effect Meredith College negatively and permanently. It cripples future development of the campus and will forever change the beauty of its surroundings.	0	See response to Hillsborough-Wade Common Comment #6.
1354	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College alumna and former resident of Raleigh, I understand the need to make improvements to this corridor of I-440. However, such improvements should not come at the price of taking over 20 percent of our campus. Meredith is a welcoming community to all and one of the reasons we have remained successful and attractive as a women's college is our beautiful campus and ability to adapt and grow. I urge you to consider the impact of this project on our viability as an institution to grow and continue to be an integral part of Raleigh and our state. There must be a compromise that can be made.	6	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1355	Hillsborough-Wade	Meredith College	Alternatives		Surely you can find another way for a design that is less intrusive and impactful for lane expansion. I am sure you have smart folks who work for NCDOT who care about the environment and what it does to students on Meredith campus.	1	See response to Hillsborough-Wade Common Comment #6.
1356	Hillsborough-Wade	Meredith College	Alternatives		Please explore opportunities that do not take land from the beautiful green space on the Meredith College campus. These options are too invasive. It is deeply disturbing that Raleigh is becoming a concrete jungle. Please rethink plans.	1	See response to Hillsborough-Wade Common Comment #6.
1357	Hillsborough-Wade	Meredith College	Alternatives		Please reconsider these options. Meredith College campus will be greatly affected by these proposals.	1	See response to Hillsborough-Wade Common Comment #6.
1360	Hillsborough-Wade	Meredith College	Alternatives		The proposed impact on Meridith College is not acceptable. Meridith is. An important part of Raleigh's history and is part of its vitality going forward. All of the plans sacrifices too. Much of the campus. Please go back to the drawing board.	1	See response to Hillsborough-Wade Common Comment #6.
1361	Hillsborough-Wade	Meredith College	Alternatives		All of the options are unacceptable and place too much burden on Meridith College. The college is an important part of Raleigh's history and is important to the vitality of the city going forward. I don't know if our daughter, who is an alum, would have considered going to school there if the highway had been in the campus backyard as currently proposed.	1	See response to Hillsborough-Wade Common Comment #6.
1362	Hillsborough-Wade	Meredith College	Alternatives		I call upon you to reconsider your plan to widen I-440 in the area between Hillsborough Street and Wade Avenue. Your proposed plans will impact the Meredith College campus to a degree that is unacceptable.	0	See response to Hillsborough-Wade Common Comment #6.
1363	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	<p>Please seriously reconsider plans which will impact the Meredith College campus.</p> <p>Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.</p> <p>The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.</p> <p>Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.</p> <p>NCDOT's three plans also harm other area organizations to an unacceptable degree.</p>	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #9.
1364	Hillsborough-Wade	Meredith College	Alternatives		The thoughts of robbing land from Meredith College's beautiful, historic campus is heartbreaking. Please do not destroy what is one of the beautiful areas of Raleigh. Certainly there must be other alternatives.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1366	Hillsborough-Wade	Meredith College	Alternatives	Construction	Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1367	Hillsborough-Wade	Meredith College	Alternatives		Need an alternative option ... this would give a commuter student too much difficulty to navigate the already tough morning traffic. Meredith College needs expansion room.	10	See response to Hillsborough-Wade Common Comment #6.
1368	Hillsborough-Wade	Meredith College	Alternatives		I oppose this plan. It will significantly impact Meredith College's land and their ability to continue to grow and educate young women. Please find another way to expand without taking 1/5th of Meredith's land.	5	See response to Hillsborough-Wade Common Comment #6.
1369	Hillsborough-Wade	Meredith College	Alternatives	Construction	Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1371	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College student, I oppose this plan. Meredith College has a fairly small campus as it is, which suits the population of our school. But, I do not think that we can afford to have anymore land taken away from our campus. Meredith College is a community and students are constantly utilizing the land space available for exercise, exploration, sports, etc.	7	See response to Hillsborough-Wade Common Comment #6.
1374	Hillsborough-Wade	Meredith College	Alternatives		The limited buffer between I440 and the active parts of the Meredith College campus is eliminated in all of these options. I would suggest having a session where some out-of-the-box ideas are proposed as the "just make it bigger" options are unacceptable.	2	See responses to Hillsborough-Wade Common Comments #6 and #14.
1376	Hillsborough-Wade	Meredith College	Alternatives		Please find a better way. All three options impose too much on Meredith College and the University Club. From a Cary native, Meredith Alumni and commuter to Raleigh.	11	See response to Hillsborough-Wade Common Comment #6.
1381	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College student, it deeply offends me that you would take away so much land from the place that I call home. Meredith is one of the few HISTORIC WOMEN'S colleges left in our country. We already have a small campus, and taking away land will severely impact Meredith's ability to educate our future leaders. Which is more valuable: a congested road or a campus that serves a great function in society? All three plans will be detrimental to Raleigh. Please come up with a better plan.	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1382	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College graduate, I hope another solution will be made rather than taking land away from our beautiful college. Meredith is a wonderful part of the community that should not be changed. While I realize the need for road expansion, I truly hope Meredith is not effected.	4	See response to Hillsborough-Wade Common Comment #6.
1383	Hillsborough-Wade	Meredith College	Alternatives		None of these are good options. They will ruin Meredith's campus and ability for future growth. I went to this college and the beauty of the campus was part of my reason for wanting to attend on top of many other factors. I hope one day my future child(ren) will want to go to Meredith and I want them to be able to experience its beauty as well, without a highway destroying it.	10	See response to Hillsborough-Wade Common Comment #6.
1384	Hillsborough-Wade	Meredith College	Alternatives		Do not do this. It will destroy Meredith's campus. There has to be another option without taking away from Meredith. The beauty of campus was part of the reason I chose Meredith and a highway will destroy that and prevent future growth of this amazing school.	4	See response to Hillsborough-Wade Common Comment #6.
1385	Hillsborough-Wade	Meredith College	Alternatives		Taking land from Meredith College? You're kidding, right? This isn't just a cow pasture that gets relocated (no offense to my bovine friends), this is the campus of a major educational institution in Raleigh that has plans for growth and expansion--to take any of their land means keeping them from becoming a greater institution. This is something that could cost them millions, if not billions of dollars of future value from their operations. Let's find another solution to this traffic problem!	4	See responses to Hillsborough-Wade Common Comments #6 and #15.
1386	Hillsborough-Wade	Meredith College	Alternatives		As the area continues to grow I understand and support the expansion of the beltline; however, I do not support taking land away from Meredith College. This is a landmark campus and part of North Carolina history. As a graduate, I have seen first hand the education and culture this college brings to young women that contribute to the Raleigh community in significant ways. Please reconsider the plan to take part of the campus away; this would be a great loss for the community.	2	See response to Hillsborough-Wade Common Comment #6.
1387	Hillsborough-Wade	Meredith College	Alternatives		Taking merediths land is absurd when on the other side of the road nc state has tons of available land which is a golf course...also meredith is a small college taking our land would be detrimental to the growth and progress of the college. We don't own a lot of land to begin with & taking it hurts the college over traffic patterns. Take land from someone else	2	See responses to Hillsborough-Wade Common Comments #6 and #15.
1388	Hillsborough-Wade	Meredith College	Alternatives		Impacts to Meredith college should be reconsidered . As a graduate of Meredith and a frequent traveler of the Raleigh area I am sure there are other plans that can be made other than impacting a college with so many good impacts to the community .	2	See response to Hillsborough-Wade Common Comment #6.
1391	Hillsborough-Wade	Meredith College	Alternatives		Meredith College holds a special place in so many hearts and to take away from their already small campus would be unfair to those who are in attendance today and in the future. In my opinion, expanding the road is unnecessary and not worth the inevitable consequences. Roads end, but Meredith is forever.	9	See response to Hillsborough-Wade Common Comment #6.
1392	Hillsborough-Wade	Meredith College	Alternatives		Meredith College holds a special place in so many hearts and impacting it's already small campus would be unfair for those in current attendance and to those in the future. In my opinion, changing the roads is not worth losing a major part of Meredith's land. Roads end, but Meredith is forever.	3	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1393	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College alumnus, I oppose the current plan. Meredith's campus is small and the space it occupies is needed to expand this wonderful institution for years to come. Please seriously consider revamping your plans so that the negative impact on our beautiful campus is negligible.	2	See response to Hillsborough-Wade Common Comment #6.
1395	Hillsborough-Wade	Meredith College	Alternatives		NCDOT must halt this project until an option for lane expansion can be designed that intrudes much less on the Meredith College campus.	1	See response to Hillsborough-Wade Common Comment #6.
1396	Hillsborough-Wade	Meredith College	Alternatives		NCDOT must go back to the drawing board to design an option for lane expansion that has much less impact on the Meredith College campus.	5	See response to Hillsborough-Wade Common Comment #6.
1397	Hillsborough-Wade	Meredith College	Alternatives		Taking 20% of an historic college's land and only areas for expansion amounts to bullying. Your first plan is a total failure. Return to the drawing board.	10	See response to Hillsborough-Wade Common Comment #6.
1398	Hillsborough-Wade	Meredith College	Alternatives		Please consider that losing 20% of the Meredith campus to more Capital City asphalt would be catastrophic. Just imagine NCSU losing 1284 acres (or 20%) of its vast land holdings for this greatly flawed plan! A freshman engineering student at State could come up with a better plan as a class project. Back to the drawing board!	4	See response to Hillsborough-Wade Common Comment #6.
1399	Hillsborough-Wade	Meredith College	Alternatives		All of these options are unacceptable. All three impact the land at Meredith College at too great a rate. Meredith is a historic college and its land should be preserved. Taking one fifth of the land for this is ridiculous!	2	See response to Hillsborough-Wade Common Comment #6.
1400	Hillsborough-Wade	Meredith College	Alternatives		I am a 2009 graduate of Meredith College and it's impact on women, the community, and world are things that can not be quantified. I understand the need to expand 440. I commute on it regularly. I think this should be done, however, in a way that is not detrimental to the Meredith College campus.	4	See response to Hillsborough-Wade Common Comment #6.
1401	Hillsborough-Wade	Meredith College	Alternatives		All alternatives take too much land from Meredith College and all impacts are severe. All efforts must be made to minimize impact on Meredith College!	1	See response to Hillsborough-Wade Common Comment #6.
1402	Hillsborough-Wade	Meredith College	Alternatives		Meredith College's campus should not be sacrificed for sake of travel. Find another way.	5	See response to Hillsborough-Wade Common Comment #6.
1407	Hillsborough-Wade	Meredith College	Alternatives	Right of way	Do not take land from Meredith College, a historic institution that would be negatively impacted.... No please go back and redesign another route that will not take land away from Meredith College	2	See response to Hillsborough-Wade Common Comment #6.
1409	Hillsborough-Wade	Meredith College	Alternatives		I would like to see a plan that does not affect Meredith College campus. All of these plans show that and I do not like any of them.	1	See response to Hillsborough-Wade Common Comment #6.
1411	Hillsborough-Wade	Meredith College	Alternatives		All 3 options have too much of an impact on Meredith's campus. These projections are taking away land if an already small college campus. There has to be another option where the college is not effected	2	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1413	Hillsborough-Wade	Meredith College	Alternatives		Take the land from NC State. The state of NC can always find more land elsewhere for a golf course and club but Meredith has nowhere to go. 1/5 of land has already been taken. I was a student there when we were forced to accept the Greenway and a newly unsafe campus at night, now the state is just reasserting the fact that the women of Meredith (many NC residents) don't matter to them at all. None of these options are acceptable.	1	See response to Hillsborough-Wade Common Comment #6.
1416	Hillsborough-Wade	Meredith College	Alternatives		To back up my other Meredith sisters, I agree that we should please consider alternatives to protect Meredith College!!	6	See response to Hillsborough-Wade Common Comment #6.
1418	Hillsborough-Wade	Meredith College	Alternatives		Considering the positive impact Meredith College has offered Raleigh for many decades, why would you even think about disrupting the natural beauty of the campus as well as the tranquil atmosphere students enjoy??? Please revisit your plans and allow Meredith to continue to do what it does best - instruct and prepare young women for leadership positions in a calm and lovely environment that already has limited capacity for expansion.	1	See response to Hillsborough-Wade Common Comment #6.
1419	Hillsborough-Wade	Meredith College	Alternatives		I agree that traffic flow on I-440 needs to be improved, but the current plans project a potentially high-risk to the campus of Meredith College, affecting not only the amount of land (and equity) the College possesses, but the expansion also runs the risk of treading on the character of the campus. There must be other options; there are a lot of intelligent, creative people in Raleigh who would have alternative ideas.	4	See response to Hillsborough-Wade Common Comment #6.
1420	Hillsborough-Wade	Meredith College	Alternatives		As a student at Meredith College and a life time resident of Raleigh, I have used I-440 countless times in my life. The updates proposed are understandable yet it would be a devastating loss to Meredith. To suggest taking land from such an established part of the community is horrible. Meredith College deserves better from the community it has supported for so long. I completely OPPOSE this plan.	5	See response to Hillsborough-Wade Common Comment #6.
1421	Hillsborough-Wade	Meredith College	Alternatives		I am concerned about the negative impact on Meredith College. My hope is there will be another solution.	1	See response to Hillsborough-Wade Common Comment #6.
1422	Hillsborough-Wade	Meredith College	Alternatives		As a long time Raleigh resident and current Meredith College student, I strongly OPPOSE this plan. Meredith College has been a friend to our community and this expansion would negatively impact the College's future.	2	See response to Hillsborough-Wade Common Comment #6.
1426	Hillsborough-Wade	Meredith College	Alternatives		All three options greatly impact Meredith College. This is a disservice and there is absolutely a better way.	1	See response to Hillsborough-Wade Common Comment #6.
1428	Hillsborough-Wade	Meredith College	Alternatives		As a Raleigh native (grew up off Faircloth St) AND a Meredith grad (c/o 2003), I care greatly about the healthy growth of our city and the impact to Meredith. I'm an interior designer - not a transportation designer - so I can't best advise on how you resolve this issue, but I implore you to please put your thinking caps on and come up with some other ideas.	4	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1429	Hillsborough-Wade	Meredith College	Alternatives	Construction	<p>I agree with Meredith College President and alum, Dr. Jo Allen, who recently explained that "Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus."</p> <p>Additionally:</p> <ul style="list-style-type: none"> <li>-- NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.</li> <li>-- Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.</li> <li>--NCDOT's also plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.</li> </ul>	3	See responses to Hillsborough-Wade Common Comments #6 through #9 and #11.
1430	Hillsborough-Wade	Meredith College	Alternatives		<p>Agree with all objections to this project and its encroachment on Meredith's campus. Unacceptable to limit the growth and to mar the landscape of this historical landmark</p>	4	See responses to Hillsborough-Wade Common Comments #6, #9, and #14.
1431	Hillsborough-Wade	Meredith College	Alternatives		<p>All of these options are too damaging to the property at Meredith College. It is abhorrent to take so much land from a growing college and landmark in our city. The state would not consider taking land from NCSU's educational space; they should not consider it from Meredith either. Putting so much traffic so close to campus infringes on the quiet and tranquil setting that so many people in our city enjoy. Plus, creating the traffic noise and hazard so close to campus compromises the safety and security of this campus for mostly young women. This is NOT a viable plan!</p>	2	See responses to Hillsborough-Wade Common Comments #6, #7, and #15.
1432	Hillsborough-Wade	Meredith College	Alternatives		<p>Please come up with new plans. The impacts to Meredith College and the NCSU University Club are too detrimental.</p>	1	See response to Hillsborough-Wade Common Comment #6.
1434	Hillsborough-Wade	Meredith College	Alternatives		<p>As a Meredith College student, I oppose this plan. I frequently use this area of the beltline and know it needs improvements. Please consider another plan that does not affect the Meredith Campus.</p>	5	See response to Hillsborough-Wade Common Comment #6.
1435	Hillsborough-Wade	Meredith College	Alternatives	Eliminate Hillsborough interchange	<p>This plan takes much too much land from the Meredith College campus. Meredith College has been a exception member of the Raleigh Community, is an important part of the history of the city, brings many individuals into the Raleigh community along with their financial support to the city. Meredith College has allowed Raleigh to use the College's property to view the fairground 4th of July fireworks for many years. It's time for Raleigh to show support to a college that has quietly supported the city years to give back by leaving this historic campus as is. The plan for the enlarged Hillsborough interchange is not needed. If some chances are needed let them not impose on the Merwdith College Campus.</p>	0	See responses to Hillsborough-Wade Common Comments #6 and #10.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1436	Hillsborough-Wade	Meredith College	Alternatives	Eliminate Hillsborough interchange	I am not in favor of any interchange that will impact the Meredith College Campus. As stated above ( maybe in the zoomed Franklin section) this college has been an outstanding member of the Raleigh Community and and of the State of NC. I am against any plan that will impact this small, historic, growing college. Meredith College contributes to the city in many ways both in the past and in the present. My child participated in the PAGE program back in the late 70's early 80's. I returned to Meredith in the WINGS PROGRAM to complete my undergraduate degree. My granddaughter has attended the MATTH SUMMER PROGRAM. Traditional students and their families bring economic support to the community, and the graduates contribute to the betterment of the State as a whole. It's time for the State and the City of Raleigh to come up with a plan that does not impact this small, historic, and growing college Campus. This plan and all options impact the Meredith College Campus horribly. Please come up with some other plan or DO NOTHING. This interchange is not really needed.	0	See responses to Hillsborough-Wade Common Comments #6 and #10.
1437	Hillsborough-Wade	Meredith College	Alternatives		I am a Meredith college graduate and I oppose this plan as it will impose future campus growth. Meredith college is an important part of the community and continues to grow each year. I ask that the DOT consider alternative plans that will not take land from a private college.	6	See response to Hillsborough-Wade Common Comment #6.
1440	Hillsborough-Wade	Meredith College	Alternatives		As one of the 22,000 living Meredith alumnae who cherish our historic campus, I ask NCDOT to relook at this area and offer options that do not destroy 1/5th of our College campus.	1	See response to Hillsborough-Wade Common Comment #6.
1442	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College alum, and North Carolinian it saddens me that road expansion and improvement trumps education and the community in which the college resides. While I do agree that the road needs help, I believe that through collaboration engineers, contractors, and the community can all achieve a common goal WITHOUT interfering with our beautiful campus and the surrounding neighborhoods.	7	See response to Hillsborough-Wade Common Comment #6.
1443	Hillsborough-Wade	Meredith College	Alternatives		All three options impact Meredith College far too much. Meredith is an important and historic part of Raleigh, and taking away such a large chunk of campus will negatively impact the school now and prevent growth in the future.	1	See response to Hillsborough-Wade Common Comment #6.
1447	Hillsborough-Wade	Meredith College	Alternatives		I work for WCPSS (at central office in Cary) in a travelling job that serves approximately 20 schools in North Raleigh. It is common for me to utilize this section of the Beltline several times per day. However, I am also a Meredith College graduate and MUST INSIST that the negative impacts of this project on the college's campus are too great to bear. Even as a frequent user, the costs still outweigh the benefits. Taking that much of a land-locked private college would bring irreconcilable harm to the college's growth. Meredith College is a key participant in the area-- its students, staff, and alumnae are active as volunteers, workers, employers, educators, and citizens. The historical significance of the college is very important, as is Meredith College's standing as one of the largest Women's Colleges in the Southeast. I urge the DOT to consider other ways, and if none exist to scrap this project entirely!	1	See responses to Hillsborough-Wade Common Comments #6 and #9.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1448	Hillsborough-Wade	Meredith College	Alternatives		Sadly, I cannot let go of the uneasy feeling that if Meredith College weren't a WOMEN'S college, the ncdot would not be considering such a large portion of its campus to be sacrificial. I am deeply saddened that there were no alternatives offered that do not DRASTICALLY impact the College. And truthfully, I'm appalled. I understand the Constitutional principle of Eminent Domain, but how can taking such a significant portion of land from an institution that has been dedicated to educating women in NC for 126 years be seen as in the best interest of the public? Its shameful.	2	See response to Hillsborough-Wade Common Comment #6.
1450	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	Being a Meredith College graduate, I personally believe that the NC-DOT engineers can go back to their drawing boards to come up with a plan which will be more receptive to all concerned. Meredith has already conceded a loss of land before to the progress of helping the busy traffic problems in the area of the Hillborough St. - I-440 - Wade Ave Interchange. The impact of losing more land, nearly 20 percent if the present plans go forward, will definitely change the college's expansion plans for future buildings and other learning spaces. The environment will be hindered by and changed because of closer noise, fumes, and debris to the campus. Plus the college's National Register eligible historic district will be negatively affected by such loss of land. Please try to find another plan or maybe lessen the loss of land that would be taken from my alma mater, Meredith College. I know progress is necessary for the betterment of communities, but Meredith College has already given "her" fair share in times before when land was lost for the sake of progress. Thanks for considering my thoughts about this project. I am expecting to hear that your engineers HAVE found another plan for the sake of all connected to this project, but especially for Meredith !	0	See responses to Hillsborough-Wade Common Comments #6, #7, and #9.
1451	Hillsborough-Wade	Meredith College	Alternatives		I am a Meredith College graduate. I have traveled this corridor many times. There are ther options other than to restrict Meredith from the ability to grow in the future!!! Please look at other options.	3	See response to Hillsborough-Wade Common Comment #6.
1452	Hillsborough-Wade	Meredith College	Alternatives		Surely there are enough clever, intelligent, well-trained engineers and city planners on the expansion of the Jones Franklin project that another solution can be found that doesn't involve taking land away from Meredith College. This is an old and well-respected institution of higher learning, supported by the community and by former students. When government begins to grab land away from an institution such as Meredith, it is just another blow to education in general, and another demonstration that government and contractors and developers are not interested in protecting and supporting education. As a woman educated at Meredith who has gone on to receive Masters and Doctorate degrees - due in great part to the education and atmosphere of learning at Meredith - I urse the committee to find another creative and practical solution to the Jones Franklin project!!	1	See response to Hillsborough-Wade Common Comment #6.
1453	Hillsborough-Wade	Meredith College	Alternatives		Meredith would be severely impacted by any of these suggested changes, and I would hate to see this vital, historic center of education affected so negatively. The DOT can surely come up with something less detrimental and kinder to the beautiful campus and its faculty, staff, and students. As an alumna and as a lover of green spaces in an urban environment, I am opposed to these proposals!	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1454	Hillsborough-Wade	Meredith College	Alternatives		It is incredible that the impact on the campus of Meredith College has not been appreciated by the NCDOT and other NC officials. To take 1/5 of the campus property directly impacts its growth potential for the future. It already is a campus with limited expansion options based on location. The on-site campus experience is what I most remember from my time there as a student. The aforementioned proposal would forever change the character of this Historic Women's College.	1	See response to Hillsborough-Wade Common Comment #6.
1455	Hillsborough-Wade	Meredith College	Alternatives		The impact on Meredith College is too great. There has to be another option that will not hinder Meredith in terms of future growth and continued positive relationship with the community.	1	See response to Hillsborough-Wade Common Comment #6.
1457	Hillsborough-Wade	Meredith College	Alternatives		I am a Meredith College graduate and am totally opposed to this plan. This plan should not impede the growth of Meredith College and the wonderful educational opportunities offered.	7	See response to Hillsborough-Wade Common Comment #6.
1459	Hillsborough-Wade	Meredith College	Alternatives		All three options are detrimental to the future of Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
1461	Hillsborough-Wade	Meredith College	Alternatives	Air quality	I am totally opposed to all options that take any part of the Meredith College campus. No one can express it better than Dr. Betty Webb did in her August News & Observer opinion essay, so I will quote here here: "Rather than proceeding with their current plan, which will subject students to noxious fumes from cars speeding past on tiered highways that no landscaping will be able to obscure, I would humbly (not very) suggest that DOT return to the drawing board. I am confident that they can come up with a better solution--one that will not eviscerate the campus of a college that has served Raleigh exceedingly well for over 125 years, 91 of them on this very site." PLEASE GO BACK TO THE DRAWING BOARD!!!	0	See responses to Hillsborough-Wade Common Comments #6 and #7.
1462	Hillsborough-Wade	Meredith College	Alternatives		I am at Meredith College alumna, and I beg you to consider an alternative that does not pose a negative impact to the campus of Meredith.	2	See response to Hillsborough-Wade Common Comment #6.
1465	Hillsborough-Wade	Meredith College	Alternatives	Noise	You all need to go back to the drawing board and find a way not to interfere with the Meredith College campus. For over 125 years the land has been considered sacred grounds and now is definitely not the time to take 1/5 of the campus for a highway. One of the draws for the college are the beautiful grounds that are used by all community members. Folks use the campus for a safe place to exercise and walk their dogs on the lush property that has freely been used by all. The fact there will be not be any sound barriers or buffers to protect the area is also just unfathomable. The college will take a financial hit to the new apartments they constructed for students. No one will want to live there now being so close to your road. Pave paradise and put up a super highway? Not a great solution to your traffic issues. I traveled Wade into Meredith for many years and as I have returned to visit never faced any traffic issues on Wade Ave. Can you not start your project away from Meredith? and the NCSU University club? Please re-evaluate and restructure your current plans so that Meredith will not suffer from your thoughtless proposal.	7	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1466	Hillsborough-Wade	Meredith College	Alternatives		I am opposed to all 3 of these plans. They all adversely affect the campus of Meredith College by taking so much of its acreage as well as the noise and environmental impact. I am a Meredith graduate and I love this campus. Meredith's campus is not that large and to take from it will certainly impact the ability to expand and enhance the property. There must be a better way to improve traffic without taking property from Meredith. I implore DOT to revisit this proposal and come up with a better plan.	0	See response to Hillsborough-Wade Common Comment #6.
1467	Hillsborough-Wade	Meredith College	Alternatives	Noise	I am opposed to any of these plans! They all adversely affect the campus of Meredith College. I am an alumna of the college and I love this campus. Taking so much property will forever impact the growth of the school, commuter parking, noise, environment, future development and the beauty of the school. The campus is not that large, so these proposals have a negative outcome. I implore the DOT to change this design so as not to harm the campus of Meredith College.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1469	Hillsborough-Wade	Meredith College	Alternatives	Construction	Any of the three plans would result in too large of a loss of land for Meredith's campus and would stifle Meredith's ability to grow .The noise , the fumes , and debris would temporarily disrupt the campus experience while the completed project would permanently alter the life on Meredith's campus that we love and cherish .This project would also affect Meredith's eligibility to be recognized as a historic district . We urge the NCDOT to recognize the damage this project would cause our campus and to rethink its plan and present one that is more equitable and poses less negative impact on our beautiful campus.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1470	Hillsborough-Wade	Meredith College	Alternatives		I appreciate the actions being considered to create a more efficient flow of traffic for the beltline, however as a Meredith College student taking part of our campus is unacceptable. We are growing every year, and taking away precious land for us simply will not work. Please consider an alternative to infringing on our land!	3	See response to Hillsborough-Wade Common Comment #6.
1473	Hillsborough-Wade	Meredith College	Alternatives		As I use the beltline to commute home from work most days, I understand the need to expand. As a Meredith College grad, I believe you could find another way than to take that much of the land. The schools campus is too beautiful and if you take the land it makes it smaller and harder to attract incoming students.	2	See response to Hillsborough-Wade Common Comment #6.
1477	Hillsborough-Wade	Meredith College	Alternatives	Construction	Students, staff, and alumni of Meredith College have the upmost pride and respect for our gorgeous and quiet piece of Wonderland. Taking 1/5 of our already small campus would break so many hearts. Not only would plans for expansion be forever ruined, students would also face other unfair repercussions for NCDOT's actions. Our quiet and perfect campus would be blemished with pungent fumes, construction, and would be very unsafe for students. We beg you to please consider other options and spare our beloved school.	12	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
1479	Hillsborough-Wade	Meredith College	Alternatives		There just to be another way. This takes too much away from meredith college	3	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1480	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith alumna (1975), I am distressed that NCDOT is considering projects which might infringe on the beautiful Meredith campus, a hallmark of educational tradition in Raleigh. Meredith's verdant campus has stood as a portal to our state capital for travelers from western NC for a long time, and its mission and vision for the future should continue to receive the full support of NC and Raleigh officials. Meredith College, under the apt leadership of Jo Allen, her administration, and the trustees, has flourished as a progressive educational institution while many other similar schools have not been successful. Consequently, Meredith continues to grow in programs and in student body, and it will certainly need every square inch of the current campus in the future. The college leaders have been good stewards of the land, the buildings, and the traditions of the 125-year-old college, and Meredith will continue to produce alumnae who will serve the city of Raleigh, the state, and the nation for years to come. Meredith and its entire campus have a historical significance which must not be threatened by lack of imagination in the area of traffic control. I am sure that the NCDOT can work patiently with Meredith officials to develop a plan which will not endanger our beloved institution. None of the alternatives which you have offered thus far are satisfactory.	4	See responses to Hillsborough-Wade Common Comments #6 and #9.
1481	Hillsborough-Wade	Meredith College	Alternatives	Noise	Good afternoon, I am writing to express concern regarding the considered expansion of the beltway. Please consider the following: 1) The study of the environmental assessment is inadequate in seriously considering a number of impacts on the College; 2) The College's well-being will be permanently effected by the increased noise, traffic, fumes, etc. that the building and completion of the expanded lanes will create. 3) Meredith College's potential for future building will be seriously effected as land is taken for this project. For these reasons, I support the College's position that NCDOT go back to the drawing board and design a less intrusive option for lane expansion.	1	The Environmental Assessment (EA) adequately addresses the potential impacts of the Detailed Study Alternatives on the human and natural environments. See responses to Hillsborough-Wade Common Comments #6 and #7.
1484	Hillsborough-Wade	Meredith College	Alternatives		As an alumna of Meredith College, I am saddened by the disregard that the DOT is showing for the campus in its plans. Although no longer a Raleigh resident, I understand that traffic is a significant problem along the beltline. However, to take away so much property from a beautiful, green campus in the heart of the city is just wrong. Being in the middle of the city, there is already not any more room for growth, and now to take away acreage that the campus has is simply unfair. Please rethink these plans and look into something that will have less impact on one of the few remaining and thriving women's colleges there are. Future students as well as current students, alumnae, staff, and faculty deserve a campus with all of its potential to grow intact.	1	See response to Hillsborough-Wade Common Comment #6.
1485	Hillsborough-Wade	Meredith College	Alternatives		This plan will do harm to any future expansion at Meredith Campus and have an adverse effect on the current campus with increased noise. Student life would be greatly impacted	0	See responses to Hillsborough-Wade Common Comments #6 and #7.
1487	Hillsborough-Wade	Meredith College	Alternatives		Need alternate plan. Too much land being "taken" from historic campus of Meredith College. Please reconsider.	4	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1488	Hillsborough-Wade	Meredith College	Alternatives		I am a graduate of Meredith College and the mother of a current Meredith College student. I have seen first hand how much Meredith has grown since I graduated. It has been wonderful to spend time on our beautiful campus and to see the new buildings and improvements. The new buildings are needed because the number of students attending Meredith has continued to grow over the years .This includes grad school (which includes men) , adult learners,and commuters.The community also uses Meredith's campus/ buildings. Spend some time on campus and you will see just how much the community is a part of our school and campus. I share all this to show that Meredith needs all of the current land to continue to grow according to the plans already set for the college. PLEASE reconsider YOUR plan and look for a new way to improve 440 without taking 1/5 of the college campus. It will change the direction of Meredith forever. It will stop the growth I have seen the last 25 years. Enrollment will drop and plans for other buildings etc for more programs will have to come to an end.The beauty and history of our campus along with wonderful programs and faculty members attracts students from all over the world. Your plans will change a big part of what our campus offers now- history, beauty,community,and space for more growth for all future Meredith Students.. Please find another way to improve issues with 440 that does not include taking 1/5 of Meredith College's campus!	4	See response to Hillsborough-Wade Common Comment #6.
1489	Hillsborough-Wade	Meredith College	Alternatives		As a current Meredith College student, it is extremely important that the College remain in possession of the room it needs to grow. As a student-athlete, the fields, classroom buildings, recreational facilities, and the landscape altogether are essential to my college experience, and we're part of the reason that I chose to attend Meredith College. Please reconsider the plan so that many generations of Meredith students, past, present,and future, may be able to learn at and enjoy this historic campus.	5	See response to Hillsborough-Wade Common Comment #6.
1490	Hillsborough-Wade	Meredith College	Alternatives		All 3 options have far too great an impact on Meredith College. The State needs to reevaluate it's alternatives to reduce the impact on the very limited land of this historic woman's school. My mother, a Meredith graduate paid over 63 years of taxes, as a Meredith graduate, I've paid over 41 years of taxes and my Meredith graduate daughter has paid over 12 years of taxes. So this institution has created jobs for women in one family alone that exceeded over 100 years of taxes. As tax payers for this road expansion, please find another way to limit the exposure to Meredith College. Our future young women in NC will benefit from the education that it provides and the thousands of professionals that it will create to fund NC's tax program.	1	See response to Hillsborough-Wade Common Comment #6.
1492	Hillsborough-Wade	Meredith College	Alternatives	Noise	I am a rising junior at Meredith College and I strongly oppose this plan. Meredith is a beautiful school with a lot of history, and to impose new infrastructure and widening the beltline would rob the campus of its beauty and serenity. I live on campus and we are located by a very active railroad, where trains sound their horns all through the night and during the day. To add to the noise would be unnecessary and frankly annoying. Please don't expand I440 onto our campus!	4	See responses to Hillsborough-Wade Common Comments #6 and #7.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1503	Hillsborough-Wade	Meredith College	Alternatives		Why would you ask a small private college to donate 1/5 of its land for this type of upgrade? I would venture to say that the main streets in and around NC State or Duke or Carolina are in the same kind of need, but you will not be asking them to give up 1/5 of their land. Future growth would be severely impacted by current proposals for any of the options for Wade Ave and 440. The NCDOT needs to consider other options that would benefit all parties by go back to the drawing board and design a less intrusive and impactful option for lane expansion.	1	See response to Hillsborough-Wade Common Comment #6.
1504	Hillsborough-Wade	Meredith College	Alternatives		All alternatives require a significant portion of Meredith college's property. Meredith is one of the largest, independent women's colleges in the nation and these plans will stunt growth by removing commuter parking and athletic fields. With 42% of undergraduate students commuting, these plans would dramatically reduce the ability to educate <u>Meredith women</u>	1	See response to Hillsborough-Wade Common Comment #6.
1505	Hillsborough-Wade	Meredith College	Alternatives		Go back and rethink the Plan. All options would severely impact Meredith College Campus.	1	See response to Hillsborough-Wade Common Comment #6.
1509	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College student and a woman who uses the highway to get to and from work and home to school this is completely unnecessary. Yes, it needs updates, but this is not the solution, especially when you would be taking from a small private campus that already has given so much. Our school is growing as is Raleigh and we must have the land to do so. With Wade avenue behind us, the highway to the left of us, and surrounded by Faircloth street and Hillsborough street there is no excess room for expansion. Meredith has bred powerful and influential women since 1891 and many of these women have, are or will provide a vital stability to Raleigh and the surrounding areas. PLEASE RECONSIDER.	5	See response to Hillsborough-Wade Common Comment #6.
1510	Hillsborough-Wade	Meredith College	Alternatives		Please come up with another option that will not take land away from Meredith College.	0	See response to Hillsborough-Wade Common Comment #6.
1512	Hillsborough-Wade	Meredith College	Alternatives	Construction	I am greatly concerned about the amount of acreage this project would take from Meredith College, negatively affecting the future growth of this landlocked campus. As an alumna, I can imagine how disruptive it would be to students and faculty to have a highway with its large interchanges so close to classrooms and student housing. Surely there is a better way -- one that would cause less harm to Meredith, the NCS University Club, and other organizations in the area. I ask that you take another look and find a more acceptable solution.	3	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
1513	Hillsborough-Wade	Meredith College	Alternatives		I'm a proud graduate of Meredith College and a citizen of Raleigh that uses the belt line, and I oppose to this plan!!!!This will negatively affect Meredith College for future expansion and growth.To most of us, Meredith is also home. The beauty in the campus is what attracts a lot of the students and taking away what is considered history is not a good idea. Please find an alternative. Meredith College has been amazing with the Raleigh Community and has always cared to give a helping hand and taking away part of Meredith history and future students opportunities is WRONG!!!	4	See response to Hillsborough-Wade Common Comment #6.
1514	Hillsborough-Wade	Meredith College	Alternatives		Every alternative would have harmful impacts on Meredith College's current operations and would be detrimental to its ability to grow in the future. Meredith has served North Carolina admirably and NCDOT should absolutely reconsider its plan.	4	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1516	Hillsborough-Wade	Meredith College	Alternatives		<p>120 W. El Paseo St. Denton, TX 76205 August 21, 2017</p> <p>Mr. John L. Williams, Project Manager NCDOT Hillsborough St. and Wade Avenue Interchange area</p> <p>Dear Mr. Williams:</p> <p>As a proud alumna of Meredith College I am writing to request that NCDOT please review its current plans for the expansion of the I-440 Beltway as it pertains to the Meredith campus. I am particularly concerned with the loss of so much land on the west side of the campus and ask that your planners search for alternate plans for this area. I sincerely request that the NCDOT reconsider the impact to the College for this loss. It does not seem appropriate. NCDOT needs to come up with other ideas.</p>	3	See response to Hillsborough-Wade Common Comment #6.
1517	Hillsborough-Wade	Meredith College	Alternatives		<p>Find a different solution that will not impact the Meredith College campus in such a negative way. Since the vast majority of votes were against any of the plans, it seems a new solution must be attempted. And not at the expense of a beautiful property like the college campus. People can use a different route if they are in such a hurry!!</p>	1	See response to Hillsborough-Wade Common Comment #6.
1518	Hillsborough-Wade	Meredith College	Alternatives		<p>Please go back to the drawing board on these solutions, as they directly impact the Meredith College campus. Meredith has a finite amount of space, and taking this away from campus would greatly impact student life and future growth. Please consider this <u>within new options!</u></p>	1	See response to Hillsborough-Wade Common Comment #6.
1519	Hillsborough-Wade	Meredith College	Alternatives		<p>As a current student at Meredith College who frequently uses this area of the beltline in daily travel, I think the expansion onto Meredith College campus is a negative choice. It is important that the traffic problems be fixed on this area of the beltline but taking away from the Meredith campus is not the solution. There must be other ways to fix this!</p>	2	See response to Hillsborough-Wade Common Comment #6.
1520	Hillsborough-Wade	Meredith College	Alternatives		<p>As a life long resident of Raleigh and Wake County, I understand the growth pains our area is experiencing. People want to move and live in Wake County because of our history, schools, family values and history. Meredith College is a huge part of Raleigh's history. My daughter is a current student at Meredith. There is a rich pride among the students of their school's campus and name. While we move forward with progress, we cannot continue to do away with the foundation and history that reflect why our area is so desirable to others. I proudly send my daughter to Meredith College because it is a huge part of Raleigh history. There must be another way to continue with road progress without interfering with the Meredith Campus. As a resident, parent and a commuter, I respectfully ask that you reconsider the taking of any land from Meredith College. I am apposed to this road construction plan.</p>	4	See response to Hillsborough-Wade Common Comment #6.
1521	Hillsborough-Wade	Meredith College	Alternatives		<p>It is bothersome to me that all three options put forward impact the future growth of Meredith College, a college that has not only been a friend to Raleigh but has given back in numerous ways over the years. I respectfully request you go back to the drawing board and develop a proposal that does not impinge on this institution.</p>	1	See response to Hillsborough-Wade Common Comment #6.
1522	Hillsborough-Wade	Meredith College	Alternatives		<p>These options have a huge impact on the Meredith College campus. This college has a great influence in the Raleigh community and hundreds of students every year. Please rethink this plan.</p>	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1523	Hillsborough-Wade	Meredith College	Alternatives		As Vice Chair of the board I am acutely aware of the impact any of these three options would have on our campus. As a daily driver on the beltline I am also aware of the need for lane expansion. I would ask that the NCDOT study and recommend other options that would not be as intrusive to our campus. Respectfully, Carolyn Leith	2	See response to Hillsborough-Wade Common Comment #6.
1524	Hillsborough-Wade	Meredith College	Alternatives		Please rethink the plan. Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will be lost.	1	See response to Hillsborough-Wade Common Comment #6.
1526	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is an oasis in the bustling city. So many opportunities for events for the College and the City would be hampered if we were to lose any acreage to modern urbanization. When I look back at the "original campus" pictures on Hillsborough St. near downtown and drive by the now empty parking area, it is heartbreaking. Is that where the DOT is taking us again? Please reconsider and find other options for the plan.	1	See response to Hillsborough-Wade Common Comment #6.
1527	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	<p>All plans are subject to impact the campus in a negative way.</p> <p>Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.</p> <p>The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.</p> <p>Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.</p> <p>NCDOT's three plans also harm other area organizations to an unacceptable degree.</p>	3	See responses to Hillsborough-Wade Common Comments #6, #7, #9 and #11.
1530	Hillsborough-Wade	Meredith College	Alternatives	Noise	<p>As a fourth generation Meredith College graduate, I strongly oppose changes to 440 that will take any portion of Meredith College's land. I also oppose any changes that will cause noise, light, and exhaust pollution to the campus. I urge all stakeholders to review the environmental impact to the campus and seek alternate routes that will not impede the college's planned growth for indefinite duration.</p> <p>There should be no assumptions that we women will be submissive in response to this indirect disregard to highly-ranked higher education. We are a worldwide community of strong, successful, determined women. If we lose even a small portion of our campus due to lost land or the damaging effects of having a freeway looming over our beautiful, learning-rich environment, our campus and ability to grow will suffer significantly.</p> <p>I stand by the comments made by our current president and Meredith Alumna, Jo Allen.</p>	16	See responses to Hillsborough-Wade Common Comments #6 through #8.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1531	Hillsborough-Wade	Meredith College	Alternatives	Noise	<p>As a fourth generation Meredith College graduate, I strongly oppose changes to 440 that will take any portion of Meredith College's land. I also oppose any changes that will cause noise, light, and exhaust pollution to the campus. I urge all stakeholders to review the environmental impact to the campus and seek alternate routes that will not impede the college's planned growth for indefinite duration.</p> <p>There should be no assumptions that we women will be submissive in response to this indirect disregard to highly-ranked higher education. We are a worldwide community of strong, successful, determined women. If we lose even a small portion of our campus due to lost land or the damaging effects of having a freeway looming over our beautiful, learning-rich environment, our campus and ability to grow will suffer significantly. I stand by the comments made by our current president and Meredith Alumna, Jo Allen.</p>	26	See responses to Hillsborough-Wade Common Comments #6 through #8.
1532	Hillsborough-Wade	Meredith College	Alternatives	Noise	<p>As a fourth generation Meredith College graduate, I strongly oppose changes to 440 that will take any portion of Meredith College's land. I also oppose any changes that will cause noise, light, and exhaust pollution to the campus. I urge all stakeholders to review the environmental impact to the campus and seek alternate routes that will not impede the college's planned growth for indefinite duration.</p> <p>There should be no assumptions that we women will be submissive in response to this indirect disregard to highly-ranked higher education. We are a worldwide community of strong, successful, determined women. If we lose even a small portion of our campus due to lost land or the damaging effects of having a freeway looming over our beautiful, learning-rich environment, our campus and ability to grow will suffer significantly. I stand by the comments made by our current president and Meredith Alumna, Jo Allen.</p>	11	See responses to Hillsborough-Wade Common Comments #6 through #8.
1533	Hillsborough-Wade	Meredith College	Alternatives		I hope that engineers will seek to find another plan that does not have such a great impact on Meredith College.	2	See response to Hillsborough-Wade Common Comment #6.
1536	Hillsborough-Wade	Meredith College	Alternatives		I'm sure the I 440 Expansion is necessary but taking so much of the Meredith College campus is inappropriate and a plan that does not interfere with the future expansion of the college and the current and future quality of life there must be found.	1	See response to Hillsborough-Wade Common Comment #6.
1537	Hillsborough-Wade	Meredith College	Alternatives		I am a parent of a Meredith College student and have family in and around the area. Our experience at Meredith is one of tradition with continued growth towards the future. I am against the proposed changes impacting the Land currently surrounding and part of Meredith's college campus. Please reassess the proposed changes to save our college's present as well as it's future.	5	See response to Hillsborough-Wade Common Comment #6.
1538	Hillsborough-Wade	Meredith College	Alternatives		These options have too great an impact on Meredith College campus. This would have a negative effect on both current and future Meredith students and could be detrimental to the college itself in the future. I'm sure great thought has been put into these plans but they need to be re-evaluated.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1539	Hillsborough-Wade	Meredith College	Alternatives		Please listen DOT! Meredith grads are just asking for you to look at the best possible way to solve the road congestion and save our campus. I know there are people working on this that can come up with a plan that would benefit both. We are counting on you!	1	See response to Hillsborough-Wade Common Comment #6.
1540	Hillsborough-Wade	Meredith College	Alternatives		As a proud MC Alum, it hurts my heart to know that though this project could potentially help the commute of many, NCDOT feels that MC should be impeded by this project. I feel that more options of execution should be considered before MC has to suffer.	5	See response to Hillsborough-Wade Common Comment #6.
1541	Hillsborough-Wade	Meredith College	Alternatives		I am all for positive growth and development for our city and state as long as it will not hinder the growth and development of Meredith College. As a graduate of Meredith College I ask the NCDOT to please go back to the drawing board and develop a plan that will not negatively impact such a historical and fundamental institution like Meredith College. Meredith has helped to mold and shape women for generations and will continue to do so. Please do not go through with this plan if the sacrifice is the beauty, safety and history of Meredith College.	5	See response to Hillsborough-Wade Common Comment #6.
1542	Hillsborough-Wade	Meredith College	Alternatives		I understand the need to make traffic more efficient in this area. However I grieve to think Meredith College property would be impacted in any major way. The college is somewhat limited in expansion options already and taking needed acreage for this project would greatly affect the college and its future ability to provide the leadership in education as its history has shown. Please use every resource to find alternatives that would reduce the impact to Meredith to a very small minimum.	1	See response to Hillsborough-Wade Common Comment #6.
1543	Hillsborough-Wade	Meredith College	Alternatives	Noise	I am a Meredith College graduate and am horrified at the negative impact this proposed project would have to this historic campus. The environmental impact, noise, added lighting and loss of land for future growth make this proposal unacceptable. This type of encroachment and hindrance to the future growth of this nationally respected college for women would not be attempted toward or accepted by any other college or university in North Carolina. The NCDOT needs to go back to the drawing board. History, education and environmental impact cannot take a back seat to the growth of highways.	5	See responses to Hillsborough-Wade Common Comments #6 through #8.
1545	Hillsborough-Wade	Meredith College	Alternatives		Why is such a high burden for this interchange placed on Meredith College and the University Club? In all 3 alternatives, Meredith College will lose a substantial portion of its campus which will have a negative impact its future. Is the NCDOT ready to negatively impact the future of a private college? Please, please request options that do not take property needlessly.	39	See response to Hillsborough-Wade Common Comment #6.
1547	Hillsborough-Wade	Meredith College	Alternatives		As a former student of Meredith College and a mother of a (hopeful) future Meredith Angel, none of the proposed options are acceptable to me. Too much is being taken away from the campus and the future that the College will provide to women. The quiet beauty of the campus in the middle of Raleigh is what drew me to Meredith to begin with and I fear that by taking away this land and adding in the additional interstate, that part of the Meredith experience will be forever lost and will drive away future Angels.	3	See response to Hillsborough-Wade Common Comment #6.
1548	Hillsborough-Wade	Meredith College	Alternatives		Please go back to the drawing board. Plans so far provide major challenges to Meredith College. Please rethink.	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1550	Hillsborough-Wade	Meredith College	Alternatives		All options impact Meredith College greatly, the college shouldn't lose so many acres over traffic issues. New alternative should be offered.	1	See response to Hillsborough-Wade Common Comment #6.
1551	Hillsborough-Wade	Meredith College	Alternatives		All of the options listed make to great an impact on Meredith College. The NCDOT should go back to the drawing board and design a less intrusive and impactful option for lane expansion.	1	See response to Hillsborough-Wade Common Comment #6.
1552	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	<p>I am very concerned about the impact this expansion will have on my beloved alma mater, Meredith College. Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.</p> <p>There has got to be a different avenue to take that will impact such an important women's education institution. It's scary to think that nearly 1/5 of the campus will be impacted by the proposal, and there has got to be a better solution. Please go back and reconfigure a new plan of action!</p>	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1553	Hillsborough-Wade	Meredith College	Alternatives		As a current student of Meredith College, I would appreciate alternative plan. This current plan would negatively impact the college itself as well as it's community of proud alumni and students.	9	See response to Hillsborough-Wade Common Comment #6.
1554	Hillsborough-Wade	Meredith College	Alternatives	Construction	I don't live or work in Raleigh, so if it came to a legal vote, I would be ineligible. However, as a graduate of Meredith College, one of the premiere women's colleges in our country, I would not like to see ANY action that will distract visually or environmentally from the campus. In particular, the air quality from construction and subsequent increased automobile and noise pollution would harm the wildlife and general quality of life on Meredith's campus. I do occasionally travel to Raleigh, usually specifically to come to the Meredith campus, so I know there is some difficulty on that stretch of highway. However, it seems the cost of "fixing" it is too high in this case and would be a detriment to the college and her students.	2	See responses to Hillsborough-Wade Common Comments #6, #7, #11, and #14.
1555	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College graduate, I oppose the proposed plans as they stand currently. Growth in Raleigh can continue without hindering the growth of Meredith College. I ask that the plans be revisited.	2	See response to Hillsborough-Wade Common Comment #6.
1556	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is already a small womens college with a lot of history, why take what is left of the campus from them? We have such tradition and pride in our small foot print and then people are wanting to build into it. You should rethink this expansion because it is going to cause a lot of upset in Raleigh. Please don't take many girls homes from them because of this expansion.	1	See response to Hillsborough-Wade Common Comment #6.
1557	Hillsborough-Wade	Meredith College	Alternatives		Please think about this before you take 1/5 of Meredith college land. This is a HISTORIC college! Meredith needs room to grow for future women to get an excellent education!	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1559	Hillsborough-Wade	Meredith College	Alternatives		This Property is Merediths and as a student there we take pride in every part of our campus. Taking away our campus is like taking away a part of us. Our college had a lot to offer to the community and should not be impeded by this road construction.	3	See response to Hillsborough-Wade Common Comment #6.
1560	Hillsborough-Wade	Meredith College	Alternatives		As an Alumna of Meredith College, I implore the NCDOT to explore and produce other options that will not effect my Alma Mater-a private, HISTORIC, all-women's college that serves the Raleigh community as a beacon of education and advancement. There has to be a better alternative that will not take away from the campus...	1	See response to Hillsborough-Wade Common Comment #6.
1561	Hillsborough-Wade	Meredith College	Alternatives		I realize there is no easy solution to this situation, but please reconsider the proposed options based on the very negative impact these proposals will have on Meredith College's historic campus, its students and the community at large. As the song goes, "...you don't know what you've got til it's gone. They paved paradise and put up a parking lot." Surely we can learn from history as to what happens to the quality of our environment when we replace trees and grass with concrete and asphalt? Maybe there won't be an immediate impact but at some point there will be a big impact on more than just Meredith's campus. We need to think about the future of the community at large. Meredith College does provide a touch of paradise in the midst of surrounding streets and highways and paved deserts. Please re-think the options and consider the long-term effects such choices will have on Meredith's historic campus and the community at large.	2	See response to Hillsborough-Wade Common Comment #6.
1562	Hillsborough-Wade	Meredith College	Alternatives		All these options are going to greatly impact Meredith College. Meredith College is a important and historic part of Raleigh. The campus is 125 years old and has been school and home to millions of women during this time. Reducing the size of an already small campus is absurd. Being a Meredith College graduate I can say that Meredith is home to all the girls who currently attend and to alumni as well. Its important to realize what is important....Meredith College that is. People can deal with the traffic like they have for years.	1	See response to Hillsborough-Wade Common Comment #6.
1563	Hillsborough-Wade	Meredith College	Alternatives		Please reconsider options to avoid this project as the impact on Meredith's campus is too great. Meredith is already limited in its ability to expand and this would hinder any potential growth and impact current and future students from attending such a highly reputable and historic institution.	1	See response to Hillsborough-Wade Common Comment #6.
1564	Hillsborough-Wade	Meredith College	Alternatives		I would not be able to choose from any of the options as they have too high of an impact on Meredith College. Please reconsider other options in regards to increasing traffic flow through this area. It would be greatly detrimental to the operation, beauty, and function of this historic property. The potential for the college to grow and expand is already thwarted and this would highly impact current and future students.	1	See response to Hillsborough-Wade Common Comment #6.
1566	Hillsborough-Wade	Meredith College	Alternatives		Please refrain from affecting the Meredith College community in such an impactful way!! This would be damaging to the health of this community in so many ways. Please seriously take into serious consideration & find a much less intrusive way to go about this most important decision!	5	See response to Hillsborough-Wade Common Comment #6.
1568	Hillsborough-Wade	Meredith College	Alternatives		This plan is not considerate of the Meredith College history or future. There has to be another alternative that will be less impactful to this historic raleigh site	3	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1569	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	All three options will negatively impact the Meredith College campus. -- Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. -- The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. -- Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. -- NCDOT's three plans also harm other area organizations to an unacceptable degree. Please go back and rethink the plan. Meredith College is in jeopardy if you do not.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1570	Hillsborough-Wade	Meredith College	Alternatives		I own property in Montreat, NC. I go through Raleigh regularly on the way to Chocowinity, NC. I'm a 1978 graduate of Meredith. As a tax payer in NC, I ask you to please not go through the Meredith Campus. Penn Grove. 8608 Sandhurst rd Knoxville, Tn 37923	0	See response to Hillsborough-Wade Common Comment #6.
1571	Hillsborough-Wade	Meredith College	Alternatives		These options are all unacceptable. You are not only affecting Meriden College, but other historic colleges, and universities. Dr. Betty Webb said it best, but I am a graduate of Meredith (1973). My husband and I lived, attended schools in the area, and served the larger community for more than six years. Raleigh has grown tremendously in the years since I first visited it in the late 1950's. However, it is still NC's capital city. Surely there is a way to preserve historic places, especially campuses that have been such a great part of the state's heritage. No other place in the US is there so many beautiful and highly rated institutions of higher learning. Meredith worked hard for its place in that circle. It is a beautiful campus that should be preserved at all costs. It seems impossible to imagine that the city would sacrifice such a valuable asset for mere convenience. Go back to your drawing board and find a way to draw traffic AWAY from these sites. They should not be sacrificed because of poor planning in the past. (Deborah Conyers,'73)	1	See response to Hillsborough-Wade Common Comment #6.
1572	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College grad I believe that the DOT needs to take the time to explore some other options...Taking away 20% of a college is not an answer. Please look at ways that would lessen the impact on Meredith and its future in Raleigh.	4	See response to Hillsborough-Wade Common Comment #6.
1574	Hillsborough-Wade	Meredith College	Alternatives		The State needs to make a greater effort to avoid ANY impact on the Unique and HISTORIC campus of Meredith College, which I believe is also considered an arboretum.	7	See response to Hillsborough-Wade Common Comment #6.
1576	Hillsborough-Wade	Meredith College	Alternatives		The impact on Meredith and the University Club are totally unacceptable	29	See response to Hillsborough-Wade Common Comment #6.
1578	Hillsborough-Wade	Meredith College	Alternatives		It is a shame that a historic site, long time campus, and the largest women's school in the southeast would suffer such a great loss due to a road and traffic. Please reconsider and leave the beautiful campus of Meredith College alone!	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1579	Hillsborough-Wade	Meredith College	Alternatives		As a graduate of Meredith College and a citizen who uses I-440 regularly, I oppose the current plans to expand the I-440 belt line. The current plan will have detrimental impacts to this beautiful campus and would restrict Meredith's own plans to grow. The current plan would take from the 126-year-old women's college approximately one-fifth of its land. Many women have looked at Meredith as home for the four years they were there and it will always be home long after. I would ask the NC DOT to please come up with a different plan that will not affect our historic college campus.	20	See response to Hillsborough-Wade Common Comment #6.
1580	Hillsborough-Wade	Meredith College	Alternatives	Construction	Meredith College takes pride in being an educational institution in Raleigh, NC, but if this project goes forward with the proposed designs, almost 20 percent of the College's campus will be lost. Meredith has been affected in the past by city and state projects, but this widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the education of students and campus life. I understand that growth must happen, but the loss to historical areas cannot be allowed. Meredith has stood tall and proud for 126 years. It has been in its current location on Hillsborough Street since 1924. As the number of students have increased, Meredith has expanded, so that the education of students could grow with the times, but loss of approximately one-fifth of the College's land would hurt the Meredith's growth, future education, and the college as a whole.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
1581	Hillsborough-Wade	Meredith College	Alternatives	Construction	I'm wondering if a section of NC State's campus were to be threatened by a project like this if it would be protected more than Meredith College. We are an important institution that makes a difference, and we should be considered an important campus to be maintained and supported. I am saddened and concerned for the future of my school and home if this project goes through. Our campus is small as is and future growth that is planned would be shut down. Please consider how you will be affecting student lives as you go about tweaking this project.	1	See responses to Hillsborough-Wade Common Comments #6 and #11.
1582	Hillsborough-Wade	Meredith College	Alternatives		I am a current Meredith College student and I oppose this plan! Meredith College has been a resource and helping hand in the Raleigh community for a long time, and this plan would impede its growth and ability to help more people down the line. Please consider changing your plan!!	2	See response to Hillsborough-Wade Common Comment #6.
1583	Hillsborough-Wade	Meredith College	Alternatives		Please find a way that will have less impact to the Meredith College campus. I am actually not an alumna of this college, but I recognize the significance of this college as a good neighbor to the community and as one of an ever decreasing number of women's colleges across the nation. The project as proposed will compromise Meredith's ability to grow and continue to provide an academic environment where young women can thrive and grow strong for generations to come. There must be some compromise that will ease the traffic woes without so severely impacting the rare gem of Meredith College and her historical significance.	5	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1584	Hillsborough-Wade	Meredith College	Alternatives		<p>I could not agree more with Betty Webb's assessment and comments below. Request the NCDOT revisit it's planning and NOT take the 17 acres from Meredith.</p> <p>*****</p> <p>Professor Emerita Betty Webb, '67, shared her perspective on this issue through an opinion essay for The News &amp; Observer. We thought that alumnae would be interested in her words.</p> <p>The wisest strategy for arguing persuasively, I taught my composition students for years, is to sideline emotion and proceed rationally. I must confess that I am not finding this approach easy in light of the shocking DOT proposal that Raleigh solve one of its traffic problems by condemning 17 acres of Meredith College property. It goes without saying that doing so will transform forever the historic campus, one of the few remaining green havens inside the belt way.</p> <p>While all agree that we need to do something about the traffic in Raleigh in general and the intersection of Wade Avenue and the beltway in particular, I am confident that most are as appalled as I am (or would be if they were aware of it) by the proposal to do so largely at the expense of Meredith. Really.</p> <p>Yesterday, when my husband, John Rose, and I were returning from a holiday in the Cotswolds, I was sadly overwhelmed by the dramatic contrast in cultural values between England and the USA. We were caught for 15 or 20 minutes in a traffic snarl that resulted in a serious backup on a routinely busy two lane road.</p> <p>When we finally made our way through the roundabout, we were rewarded by mile after mile of glorious green country side of the sort that has inspired poets, dazzled American visitors, and rewarded the English for stubbornly valuing their national and natural heritage more than they do 4-lane (much less 6-lane) highways (or flyovers!!!).</p> <p>Stone houses, grand and not-so grand, some hundreds of years old and all protected by law, connect the present with the past and will continue to do so long into the future. Meandering hedgerows and ancient trees, also protected, nourish a rich eco system that will be there for our grandchildren's grandchildren. Most English would regard a 20-minute delay as a small price to pay for glorious countryside vistas that belong to everyone who drives past.</p> <p>Over twenty five years of living in the USA has not acclimated my husband to the American practice of mowing down anything in our way, sacrificing our historical and natural heritage in favor of parking lots, highways, and bigger and hopefully better houses. When such a policy has run its course, there will be virtually no space left, and the environmental damage done to what space there is, irreparable.</p> <p>Rather than proceeding with their current plan, which will subject students to noxious fumes from cars speeding past on tiered highways that no landscaping will be able to obscure, I would</p>	2	See responses to Hillsborough-Wade Common Comments #6, #7, #11, and #14.
1585	Hillsborough-Wade	Meredith College	Alternatives		Please do not negatively impact Meredith College's campus. It has been there for over 100 years and is loved by many.	1	See response to Hillsborough-Wade Common Comment #6.
1586	Hillsborough-Wade	Meredith College	Alternatives		This will all negatively impact Meredith College..	1	See response to Hillsborough-Wade Common Comment #6.
1588	Hillsborough-Wade	Meredith College	Alternatives		All options hurt Meredith College and their growth! This college is a legacy and needs to be untouched. Please rethink all options.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1589	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1591	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	Please go back to the drawing board or consider other alternatives outside the box. Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1592	Hillsborough-Wade	Meredith College	Alternatives		There has to be another way without impacting Meredith. It doesn't make sense to impact the campus that has so much history. DOTs proposals are probably constructed by men who don't have regard for a women's college, it's history, and its campus. Go back to the drawing board.....	1	See response to Hillsborough-Wade Common Comment #6.
1594	Hillsborough-Wade	Meredith College	Alternatives		As a supporter of Meredith College, I ask the NCDOT to find another solution. This historical women's college should be left intact with the ability to grow.	26	See response to Hillsborough-Wade Common Comment #6.
1595	Hillsborough-Wade	Meredith College	Alternatives		All options impact Meredith College and the University Club. Can these options be re-evaluated in order to not impact these historic places?	2	See response to Hillsborough-Wade Common Comment #6.
1596	Hillsborough-Wade	Meredith College	Alternatives		The current plan would take a significant amount of Meredith College's land and would be the extremely detrimental effect upon the many students, faculty, and other members of the community who are involved at Meredith College. I implore NCDOT to seek other alternatives, taking Meredith College into a more serious consideration.	5	See response to Hillsborough-Wade Common Comment #6.
1600	Hillsborough-Wade	Meredith College	Alternatives		These plans will take away from Meredith College's land. Find another option.	1	See response to Hillsborough-Wade Common Comment #6.
1601	Hillsborough-Wade	Meredith College	Alternatives		Meredith College has given up land for beltline projects before, but not one acre should be given for this project. I realize members of the NC State Faculty Club don't want to lose their club either, but State has the club on Centennial Campus. They have other options. Meredith cannot sustain yet another land grab from her campus for the beltline. Historic women's college vs. country club. No comparison. Save Meredith College, my beloved alma mater!	0	See responses to Hillsborough-Wade Common Comments #6 and #15.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1604	Hillsborough-Wade	Meredith College	Alternatives		Please be considerate of the Meredith College campus	0	Comment acknowledged.
1606	Hillsborough-Wade	Meredith College	Alternatives	Noise	An alternative solution that provides the minimal impact to Meredith College should be made highest priority, as the expansion as stated results in significant detriment to one of the leading women's colleges in the nation. Moreover, additional considerations should be viewed in light of the environmental impact that the expansion will have on the campus as a whole, even beyond the excessive amount of land that would be taken for this expansion. The additional noise and air pollution resulting from the expansion is a detriment to the campus itself as well as the students and wildlife that make campus home. Furthermore, the college's plans for expansion that would result in significant future benefit to the community of Raleigh, state of North Carolina, and women's education are directly targeted by the expansion plans. In order to move forward with the expansion in a way that best benefits the community and state, an alternative with minimal impact to Meredith College should be of utmost priority.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1607	Hillsborough-Wade	Meredith College	Alternatives		As a third generation Meredith College graduate and resident of Raleigh, I understand the need to improve 440, yet I strongly oppose any expansion that would result in such a negative impact on the college and, extensively, for women's education. In light of the known gender imbalances and sexism that predominates our culture, I am appalled that so little consideration is being given for the future of one of the nation's leading women's colleges.	1	See response to Hillsborough-Wade Common Comment #6.
1608	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is continually growing and expanding. Any obstruction to the campus will impact all prospective students, current students, faculty, staff and those who still contribute to the college. Meredith has stood strong for over 126 years and will continue to thrive. Nothing should stand in the way of that!	22	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1609	Hillsborough-Wade	Meredith College	Alternatives		I am a graduate of Meredith College (BS and MBA) and the mother of a member of the class of 2021 moving onto campus in 10 days. I grew up in Raleigh and have seen first hand how much Meredith has grown since I graduated in 1992 and again in 1997. It has been wonderful to spend time on our beautiful campus and to see the new buildings and improvements. The new buildings are needed because the number of students attending Meredith has continued to grow over the years .This includes the grad school programs which are also open to male students, adult learners, and commuters. Spend some time on campus and see for yourselves just how much the community is a part of our school and campus, especially with the addition of the greenway connection. Meredith needs all of the current land to continue to grow according to the plans already set for the college. PLEASE reconsider all three of YOUR plans and look for a new way to improve 440 without taking 1/5 of the college campus. It will negatively change the direction of Meredith forever. It will stop the growth that has continued over the last 25 years and plans for other buildings for more programs will end. The beauty and history of our campus along with wonderful programs and faculty members attracts students from all over the world. Your plans will change a big part of what our campus offers now- history, beauty,community, and room to grow for future Meredith students. I travel this section of the beltline almost daily to commute to my office, so I know the challenges and traffic issues involved, but please find another way to improve thos issues with 440 without taking 1/5 of Meredith College's campus!	35	See response to Hillsborough-Wade Common Comment #6.
1610	Hillsborough-Wade	Meredith College	Alternatives		I am a proud graduate of Meredith College. I am not in favor of the proposed Jones Franklin Road Alignment because it impacts the campus. I understand and believe that the expansion of the belt line is necessary, but the changes in this proposed alignment will have a drastic impact on the campus, the students, the faculty, and the staff. In this proposed plan, Meredith College will lose the best sites for residence halls, facilities, and classroom buildings, as well impact the current students who attending Meredith College for the experience, the sisterhood, the education, the knowledge, the campus, and the lifestyle. We ask that you go back to the drawing board and please find a less intrusive plan that will have little to no impact on Meredith College and its faithful students, alums, faculty, and staff.	1	See response to Hillsborough-Wade Common Comment #6.
1611	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College graduate, I strongly oppose this plan and kindly ask NCDOT to go back to the drawing board. While I understand the need to widen this road, I believe there are other options to look at to create a solution that will make everyone happy. Taking away from Meredith's historic and beautiful campus is not an option. Please reconsider this plan that is detrimental to the future growth of Meredith College.	7	See response to Hillsborough-Wade Common Comment #6.
1612	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College student, I understand the need for an update. But the update needs to be done in a way as not to interfere with our campus. It can be done without interfering with the campus. I completely oppose the plan.	5	See response to Hillsborough-Wade Common Comment #6.
1616	Hillsborough-Wade	Meredith College	Alternatives		Please find another design that does not affect Meredith College. The campus needs space for future expansion of classrooms and living space. This is an exceptional school and these plans would be detrimental to Meredith's future.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1617	Hillsborough-Wade	Meredith College	Alternatives		I am a current student of Meredith college. I am paying 30,000+ a year to get a great education. This proposed plan is preposterous and will greatly have a negative impact on my college experience. Meredith is a private school and therefore should not be impacted by the State's Transportation Department as Meredith is privately funded.	11	See response to Hillsborough-Wade Common Comment #6.
1619	Hillsborough-Wade	Meredith College	Alternatives		This project has a significant impact on Meredith College which is unacceptable. Meredith College is a staple to the community and this would forever change that. Please come up with a new plan.	1	See response to Hillsborough-Wade Common Comment #6.
1620	Hillsborough-Wade	Meredith College	Alternatives	Noise	Historically, Meredith College has had a pastoral, peaceful setting. During my four years there (1961-65), there was a stable in the portion of the campus closest to the proposed changes. It would be criminal to allow the noise and pollution of increased traffic to <u>destroy this beautiful property.</u>	6	See responses to Hillsborough-Wade Common Comments #6 and #7. Horses are no longer present on campus. The stable building north of Wade Ave is now a maintenance facility.
1621	Hillsborough-Wade	Meredith College	Alternatives		This interchange and its impact on Meredith College is totally unexceptable on any of the plans. We can and will do better on this not to impact Meredith College at all!!! I am a 40 year experienced condemnation real property appraiser, I understand the results of adverse damage to property as a hole not just the small area being directly effected. The good of all is the preservation of Meredith College and not any of these plans. Time to go back to design and come up with a plan that does not effect Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
1624	Hillsborough-Wade	Meredith College	Alternatives		I wholeheartedly am against these plans. All plans affect Meredith College exponentially. This historical college is one of the best all women establishments in the US and has continued to grow in enrollment year after year. This land is needed for the continued success and development of this treasure in Raleigh, NC.	4	See response to Hillsborough-Wade Common Comment #6.
1625	Hillsborough-Wade	Meredith College	Alternatives		In the 1960s, public outcry was instrumental in preventing the construction of a highway through the historic Oakwood section of Raleigh. Now the proposed widening of I-440 in the Hillsborough Street and Wade Avenue Interchange Area threatens to incorporate twenty percent of Meredith College's property. The visual importance of this beautiful campus to the city is obvious. As one of the six Cooperative Raleigh Colleges, its economic impact is also significant. According to the CRC website, in 2013, these colleges contributed an estimated \$8 billion to the Wake County economy. They accounted for 205,413 jobs for faculty, staff, students and alumni. As a Meredith alumna, I implore the NCDOT to find a way to utilize the substantial amount of state-owned land near this section of I-440, thereby allowing this well-respected college to continue to grow and to serve.	1	See responses to Hillsborough-Wade Common Comments #6 and #15.
1626	Hillsborough-Wade	Meredith College	Alternatives		As a graduate of Meredith College and someone who lived on the campus for 4 years I cannot support an expansion of 440 at the sake of the Meredith campus. Having lived in Raleigh I fully see the need for expansion, however I am confident a better solution can be found to meet both the needs of the community and college.	4	See response to Hillsborough-Wade Common Comment #6.
1627	Hillsborough-Wade	Meredith College	Alternatives		All options impact Meredith College. It is one of the few places that is still green and beautiful! As a North Carolina tax payer I'm totally against this!	1	See response to Hillsborough-Wade Common Comment #6.
1628	Hillsborough-Wade	Meredith College	Alternatives		All options will have a huge impact on Meredith College! Please reconsider these plans and do not impact Meredith College campus!!!!	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1629	Hillsborough-Wade	Meredith College	Alternatives		I agree that this area needs improvement, however Meredith College will greatly suffer with the proposed plan. There must be another way!	7	See response to Hillsborough-Wade Common Comment #6.
1631	Hillsborough-Wade	Meredith College	Alternatives		I believe Meredith College has been a very positive citizen of Raleigh making valuable contributions to the community. If any of these plans are adopted, it will seriously affect the ability of the college to function effectively. I support the remarks of President Jo Allen.	4	See response to Hillsborough-Wade Common Comment #6.
1632	Hillsborough-Wade	Meredith College	Alternatives		I do not agree with any of the current plans as they so negatively affect Meredith College and the University Club. Meredith students will be negatively impacted in many ways and the future growth of the college will be forever jeopardized.	4	See response to Hillsborough-Wade Common Comment #6.
1633	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith Alumna, I am appalled that the NCDOT would even consider such an impact to our historic college. The negative impact to current students and the damage to future expansion on a landlocked campus are enough to say NO to all the proposed plans. The University Club is also a valuable asset to the Raleigh community and should not be impacted negatively either!	2	See response to Hillsborough-Wade Common Comment #6.
1634	Hillsborough-Wade	Meredith College	Alternatives	Noise	Meredith is a great college and I love going there. When construction is done there would be a negative impact to Meredith students. The noise and pollution would greatly impact the students. Meredith is home to me and taking away land to build roads isn't a reasonable solution. There is a reason why the college is private because of the needs for the students. The private setting that was created for the students and I will be taken away if construction and land are taken away from Meredith. If this goes through Meredith will be impacted greatly. So I say NO!!!	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1635	Hillsborough-Wade	Meredith College	Alternatives		As a graduate of Meredith college, and a life long Raleigh citizen who has driven on the beltline a million times I strongly oppose this expansion plan. The expansion of 440 does not need to effect a college that directly supports the growth and development of Raleigh, the triangle, and the State!	5	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1636	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	<p style="text-align: right;">xxxxxxx Drive            Raleigh, NC 27614            August 24, 2017</p> <p>Dear Mr. Williams,</p> <p>I am Sheila Lawson Hite, an alumna of Meredith College and am writing on behalf of the college regarding NCDOT proposals to widen the I-440 beltline.</p> <p>Meredith is the largest college for undergraduate women in the southeastern United States. It is known for educating and inspiring students to live with integrity and for providing astute and active citizens of our local community.</p> <p>I believe NCDOT's current plans will have a negative impact on the physical campus and will, thus, disrupt the campus experience of an education at Meredith.</p> <p>These plans will affect Meredith's ability to expand buildings and other learning spaces (which have already been impacted by previous city and state projects). It will significantly compromise Meredith's ability to continue growing according to the college's mission and campus master plan, which is a state- recognized "Designed Historic Landscape".</p> <p>For 118 years, Meredith has offered a well- recognized intellectual and physical environment which has nurtured and will continue to encourage outstanding and strong young citizens. This benefits our state and is something for which we should be proud. We need to protect this valuable environment.</p> <p>I am not opposed to the expansion of I-440 beltline. I believe it is necessary. However, I urge NCDOT to consider a plan that would be a less intrusive option for Meredith, one that would not disrupt Meredith's ability to educate our future citizens in a manner that has proven effective since 1899.</p> <p>Thank you for your consideration - Sheila Lawson Hite</p>	1	See response to Hillsborough-Wade Common Comments #6 and #9.
1637	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	<p>All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.</p> <ul style="list-style-type: none"> <li>— Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.</li> <li>— NCDOT's plans would cripple Meredith's ability to grow, which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.</li> <li>— Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.</li> <li>— NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.</li> <li>— NCDOT's three plans also harm other area organizations to an unacceptable degree.</li> </ul>	2	See responses to Hillsborough-Wade Common Comments #6 through #9, #11 and #14.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1639	Hillsborough-Wade	Meredith College	Alternatives		This options would greatly impact Meredith College in a bad way! Meredith college takes pride in its campus and the potential for growth as well. I believe other plans need to be brought to the table that don't mess with the beautiful Meredith College campus.	3	See response to Hillsborough-Wade Common Comment #6.
1640	Hillsborough-Wade	Meredith College	Alternatives		We all agree the traffic in this area is a problem, but we cannot take so much land from Meredith College in order to create a better traffic flow. It's not fair to current or future students. Plus, Meredith is one of the bright spots of greenery in the area. We do not need to take that away to add more concrete and asphalt.	1	See response to Hillsborough-Wade Common Comment #6.
1643	Hillsborough-Wade	Meredith College	Alternatives	Public involvement	I strongly oppose the present plan to use 1/5 of Meredith College's campus!! I hope NCDOT will reconsider the present proposals! Please work with Meredith College's President, Dr. Jo Allen to find an alternate plan that would not impede Meredith College's future growth plans! Thank you!	0	See response to Hillsborough-Wade Common Comment #6. NCDOT has been working with Meredith College throughout the project development process, as described in Chapter 4 of the Environmental Assessment. NCDOT will continue to coordinate with Meredith College through final design and construction to address concerns.
1644	Hillsborough-Wade	Meredith College	Alternatives		I strongly oppose all three plans that use 1/5 of Meredith College's campus! I hope that NCDOT will reconsider the plans and work with Meredith College to find an alternate plan that would not impede Meredith College's future growth. Thank you for your consideration!	0	See response to Hillsborough-Wade Common Comment #6.
1646	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College grad, I strongly oppose this plan. I urge the DOT to find an alternative solution.	4	See response to Hillsborough-Wade Common Comment #6.
1647	Hillsborough-Wade	Meredith College	Alternatives		Do NOT impede on Meredith College lands. the campus is beautiful and SAFE! Taking area form the College will not allow for a safe environment .. Please go back to the "drawing board" and find another way to engineer the necessary issues for traffic. I am certain that engineers can come up with another solution!	6	See response to Hillsborough-Wade Common Comment #6.
1648	Hillsborough-Wade	Meredith College	Alternatives		Another route needs to be found that doesn't restrict the growth of Meredith College.	5	See response to Hillsborough-Wade Common Comment #6.
1649	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College alumna, I oppose this plan. Meredith is an integral part of the university system in the Triangle and a partner in the city of Raleigh. Cutting through the campus of Meredith could be detrimental to the growth and development of the long standing college. We need places like Meredith to thrive and continue to educate contributing members of the community. I ask you to please go back to the drawing board and create a new plan that does not damage the wonderful campus of Meredith College.	2	See response to Hillsborough-Wade Common Comment #6.
1650	Hillsborough-Wade	Meredith College	Alternatives		Let's reconsider other options. This is not the best solution	0	See response to Hillsborough-Wade Common Comment #6.
1651	Hillsborough-Wade	Meredith College	Alternatives		The DOT needs to go back to the drawing board, include the persons and institutions potentially directly affected, and come to a consensus that all parties can live with. This present plan is not acceptable to Meredith College because it affects students and therefore their suggestions must be taken into consideration.	0	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1654	Hillsborough-Wade	Meredith College	Alternatives		All three options have have a severely negative impact on Meredith College. Meredith is one of the few remaining women's colleges in the United States and the state should protect and honor it instead of taking 1/5 of its land taken. If Meredith was a rich college with predominantly male alumna this would not happen.	2	See response to Hillsborough-Wade Common Comment #6. NCDOT tries to minimize impacts to all adjacent properties and resources while meeting the project's purpose.
1655	Hillsborough-Wade	Meredith College	Alternatives		Although I do not live in Raleigh anymore, I am a Meredith alumna and am gravely concerned about what this plan will do to the school. Meredith is a historic women's college - one of the few left in the United States. Many women's colleges in the US are struggling to stay open and yet Meredith is going strong. In a country where women are still discriminated against and face rampant sexual assault and violence on mixed male/female college campuses, we need women's colleges to remain an option. North Carolina should be protecting and supporting Meredith College, not taking its land and destroying its campus. If Meredith College had an affluent, predominantly male alumna base, this would not be happening.	5	See response to Hillsborough-Wade Common Comment #6. NCDOT tries to minimize impacts to all adjacent properties and resources while meeting the project's purpose.
1659	Hillsborough-Wade	Meredith College	Alternatives		Please go back and rethink this plan has all 3 options negatively impact Meredith College now and any possible growth that the campus will do in the future.	1	See response to Hillsborough-Wade Common Comment #6.
1660	Hillsborough-Wade	Meredith College	Alternatives		I support Meredith College's position that the NCDOT go back to the drawing board and design a less intrusive and impactful option for lane expansion. Thank you.	1	See response to Hillsborough-Wade Common Comment #6.
1668	Hillsborough-Wade	Meredith College	Alternatives		There has to be another way to fix the problem. Meredith College is the largest women's college in the Southeast. It's not a big campus to begin with, and shouldn't but made smaller.	4	See response to Hillsborough-Wade Common Comment #6.
1669	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College student who resides in Raleigh most of the year living on campus and an individual who uses I-440 regularly, I do NOT support this proposal. While updates and changes do need to be made to I-440, impeding on the growth and day-to-day function of this historic college that is an asset to Raleigh and the surrounding areas is not the answer. Meredith as a college and as a body of staff, faculty, students, and graduates contribute greatly to Raleigh and the surrounding areas. Beyond this contribution, impeding Meredith's growth by taking land from the college could negatively impact the growth and economy of the city of Raleigh. If you prevent the college from having room to expand, you deny the college the opportunity to bring more individuals in to the city for education and employment opportunities. I implore you to find another way to fix I-440.	4	See response to Hillsborough-Wade Common Comment #6.
1672	Hillsborough-Wade	Meredith College	Alternatives		Opposed to this meredith college is a historical landmark and should be left as is. There has to be another way to expand without taking land from meredith. This is NOT the solution.	5	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1674	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College student I oppose these plans. Meredith college should not have to give up 1/5 of its land. It is already a small campus as it is. This would affect many Meredith students and Merediths staff and faculty as well. Not to mention that these plans will negatively affect our environment, and other families and businesses. I urge the NCDOT to reconsider these plans and come up with another solution. Meredith college is a beautiful and historic campus and this would greatly affect its ability to grow. Meredith college is a top college in the nation and trains strong women to go into the workforce and the world. Meredith has been here for more than 125 years and we cannot risk allowing it to continue to raise up more strong women for another 125 years.	10	See response to Hillsborough-Wade Common Comment #6.
1675	Hillsborough-Wade	Meredith College	Alternatives		As a current student of Meredith College, I completely oppose this plan. I understand the need of road reconstruction due to traffic and safety, however I ask that if at all possible you consider a plan that does not negatively impact the historic campus of Meredith. This campus is so important to many members of the community.	6	See response to Hillsborough-Wade Common Comment #6.
1676	Hillsborough-Wade	Meredith College	Alternatives		Please go back to the drawing board and come up with a plan that will not affect Meredith College!!! Respectfully, STW Class of 1975	1	See response to Hillsborough-Wade Common Comment #6.
1677	Hillsborough-Wade	Meredith College	Alternatives		I am totally against the Dot proposal to condemn 17 acres of Meredith College. The campus is one of historical value. Please take the Detour solution.	1	See response to Hillsborough-Wade Common Comment #6.
1678	Hillsborough-Wade	Meredith College	Alternatives		The campus at Meredith serves the city as well as students. Reducing distances between campus and the highway degrades the quality of life for students and the residents who use the campus.	1	See response to Hillsborough-Wade Common Comment #6.
1679	Hillsborough-Wade	Meredith College	Alternatives		Current plans would dramatically affect the western side of Meredith's campus and would result in a cumulative loss of approximately one-fifth of the College's land. Is there a more equitable plan?	28	See response to Hillsborough-Wade Common Comment #6.
1683	Hillsborough-Wade	Meredith College	Alternatives		This will disrupt the growth of Meredith College.	5	See response to Hillsborough-Wade Common Comment #6.
1684	Hillsborough-Wade	Meredith College	Alternatives		This proposal takes too much from the Meredith Campus. Please consider other options.	1	See response to Hillsborough-Wade Common Comment #6.
1685	Hillsborough-Wade	Meredith College	Alternatives		None of the options are acceptable. I am an alumna of Meredith College and a current faculty member. While I understand the need for road changes and traffic considerations, the impact on our historic campus, greenway, and neighboring communities is much too great in the proposed plans. I request that you return to the drawing board taking feedback, suggestions, and community input seriously. There are surely more less intrusive and impactful options for lane expansion which will not encroach on both nature and our learning environment.	1	See responses to Hillborough-Wade Common Comments #6 and #12.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1686	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College graduate, I use I-40 to enter Meredith when traveling and then route towards I-440 to get off the exit for Hillsborough street. Meredith serves a vital institution for academic excellence and overall growth. This land has been inhabited by Meredith College students for years. This school has no football team, no sororities/fraternities but it houses a place for growth. Implementing a change that will possibly help the flow of traffic sounds beneficial to the public, but for how long? Roads change, weather causes damage etc. Yet expansion and growth that yields engineers, medical leaders, scientists, lawyers, designers, educators etc will impact Raleigh, NC forever. Please think of decades and allow Meredith to utilize the land to provide for great community helpers versus a road that will need to be updated periodically. Thank you for your time and consideration. Class of 2013	13	See response to Hillsborough-Wade Common Comment #6.
1687	Hillsborough-Wade	Meredith College	Alternatives		These options take too much land away from Meredith College. Please find another alternative! Meredith Angels are praying!!	1	See response to Hillsborough-Wade Common Comment #6.
1688	Hillsborough-Wade	Meredith College	Alternatives		Surely you can come up with a plan that doesn't take any land away from Meredith College. What is more important roads or a thriving girls college? Bet this would never happen to any other college in this area. Come on DOT you can do better than this.	2	See response to Hillsborough-Wade Common Comment #6.
1689	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
1690	Hillsborough-Wade	Meredith College	Alternatives		As a current citizen of Raleigh I agree that the belt line could use some updates. Also as a citizen of Raleigh and a Meredith College student, I do not think these updates should take away 1/5 of our campus. I think the best solution for everyone would be to go back to the drawing board.	4	See response to Hillsborough-Wade Common Comment #6.
1691	Hillsborough-Wade	Meredith College	Alternatives		As an alumna and retiree of Meredith, I truly hope there will be no (or minimal) infringement on what is now a beautiful, well-planned campus that is enjoyed by students and by many people from the Raleigh area and beyond. It is a vibrant living / learning community that deserves the chance of future growth in facilities and a beautiful Raleigh landmark well worth preserving.	0	See response to Hillsborough-Wade Common Comment #6.
1692	Hillsborough-Wade	Meredith College	Alternatives		"Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus." -Dr. Jo Allen, President, Meredith College, Class of 1980	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1694	Hillsborough-Wade	Meredith College	Alternatives		I attended Meredith College, my daughter Adrienne Cole who is the President and CEO of the Greater Raleigh Chamber of College graduated from Meredith, and my talented and bright 14 year old granddaughter wants to attend Meredith. Because I know first hand how wonderful and important Meredith College is for women and for all of us, Meredith needs to be protected not damaged by the state. Please go back to the drawing board with your traffic plans. Successful private colleges are endangered. The state of NC should consider the value of Meredith College in its plans to expand. Not to do protect Meredith College is reprehensible.	6	See response to Hillsborough-Wade Common Comment #6.
1695	Hillsborough-Wade	Meredith College	Alternatives		Women colleges are a dying breed of higher education. Many have had to lock their doors permanently. The proposed DOT plan would stunt the growth of Meredith. Meredith College, alum, faculty, board of directors, and staff cannot afford this limitation. Please go back to the drawing board and redraft your plan. Thank you.	0	See response to Hillsborough-Wade Common Comment #6.
1696	Hillsborough-Wade	Meredith College	Alternatives		There are better ways than to infringe on Meredith College. Totally unsatisfactory to even be considering impacting this institution and a hallmark of the Raleigh area and North Carolina. In the name of moving traffic more freely there are more options instead these proposals. Go back to work and figure them out as that is what you get paid for.	1	See response to Hillsborough-Wade Common Comment #6.
1697	Hillsborough-Wade	Meredith College	Alternatives		All options are too detrimental to Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
1698	Hillsborough-Wade	Meredith College	Alternatives	Noise	I dislike all of the options, including the one that has "the least impact" on Meredith College. There has got to be a better way! All three plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's campus (where I work). Under each of NCDOT's three plans, construction and its inevitable noise, fumes and debris (as well as the completed interstate footprint) would permanently disrupt the campus experience. Furthermore, how is the college supposed to grow/recruit talent to the area without having the ability to expand? Rehab 440 but don't make unnecessary changes/connections.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
1700	Hillsborough-Wade	Meredith College	Alternatives		I am an alumnae of beloved Meredith College from the class of '81. I am supporting the statements made by our President Jo Allen and also requesting you to go back to the drawing board and not to propose changes that would so negatively impact our college campus and thus this fine important educational institution. Ginger Knott Johnson	2	See response to Hillsborough-Wade Common Comment #6.
1701	Hillsborough-Wade	Meredith College	Alternatives		I am Meredith Alum from the class of 1981. Please record that I am definitely in support of Dr. Jo Allen-President. I agree and advise that the DOT needs to return to the drawing board for new alternatives. We must must preserve Meredith College and the beautiful important institution that it is for the Raleigh area. Thank you for considering all of our opinions and recognizing how important these decisions are. Frankie Virginia(Ginger) Knott Johnson '81	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1705	Hillsborough-Wade	Meredith College	Alternatives		I am a Meredith College graduate (Class of '72) and basically grew up on that campus, attending every special event, even as a child, to which my mother (Class of [41] would take me. I fell in love with the campus, the people, the life there and, when about the graduate from high school, did not apply to any other college. The campus was a real home for four years. Later, living in the area (Chapel Hill & Durham), I often drove to Raleigh for work, for lunch, for events, to meet up with friends... and the Meredith College campus always loomed up in front of me as a beacon drawing me to Raleigh and, again, home! Please do NOT destroy this amazing campus which has meant so much to my family and to me over almost all the years of its existence, as so many of the women in my family, including my sister (Class of '85), cousins, and aunts, gong back to the beginning, graduated from there. I am SURE the NC Transportation Department can find a better way to fix the highway problem without taking so much Meredith campus land!	18	See response to Hillsborough-Wade Common Comment #6.
1706	Hillsborough-Wade	Meredith College	Alternatives		Every option has too great an impact on the Meredith College campus. The DOT should rethink. This campus has stood her proudly, attracting bright young women from all over the country to Raleigh, NC, for 91 years. Don't turn it a highway, or god forbid whatever a "flyover" is.	1	See response to Hillsborough-Wade Common Comment #6.
1707	Hillsborough-Wade	Meredith College	Alternatives		I feel that these three options will impact Meredith College in a negative way and NCDOT needs to reevaluate their plans. Taking land from an educational institution making it impossible for them to expand and grow would be detrimental to the college as well as the community. Meredith College students are a valuable asset to the community. As one of few remaining, prospering all-women colleges still remaining in the US, the community and State should be doing more to support the college rather than to actively make it more difficult for the college to flourish and thrive by limiting their ability to expand and grow.	1	See response to Hillsborough-Wade Common Comment #6.
1708	Hillsborough-Wade	Meredith College	Alternatives	Air quality	Meredith College is a 127 year institution in Raleigh that should be considered and supported by city planning. This proposed intrusion on the campus will mar the beauty and threaten air quality for those more than 2000 people who live, study and work here. Please go back to the drawing boards.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1710	Hillsborough-Wade	Meredith College	Alternatives		<p>Meredith College has been educating strong, confident women for over 125 years. Today Meredith is one of the largest independent women's colleges in the United States, graduating nearly 500 students each year who come from across the country and around the world. It is important to note, that there are less than 40 women's colleges left in the United States today. Meredith College is a very well regarded and highly ranked institution, of which, North Carolina should be very proud.</p> <p>The beautiful, pastoral campus of 225 acres is an important and critical component in the College's success in attracting outstanding students and competing with other institutions. The College is landlocked and any reduction of acreage will have a very definite negative impact on current operations and any future plans for growth.</p> <p>It stands to reason, that there must be an alternative plan that will spare this historic North Carolina treasure from being compromised in a way that will have irrevocable and permanent damages to its future. I respectfully ask the North Carolina DOT take a very disciplined and measured approach to ensure that changes and modifications are found to preserve the integrity of this outstanding and unique North Carolina landmark.</p> <p>Anne Fonville Sams Meredith College Class of 1977</p>	0	See response to Hillsborough-Wade Common Comment #6.
1711	Hillsborough-Wade	Meredith College	Alternatives		<p>Meredith College has been educating strong, confident women for over 125 years. Today Meredith is one of the largest independent women's colleges in the United States, graduating nearly 500 students each year who come from across the country and around the world. It is important to note, that there are less than 40 women's colleges left in the United States today. Meredith College is a very well regarded and highly ranked institution, of which, North Carolina should be very proud.</p> <p>The beautiful, pastoral campus of 225 acres is an important and critical component in the College's success in attracting outstanding students and competing with other institutions. The College is landlocked and any reduction of acreage will have a very definite negative impact on current operations and any future plans for growth.</p> <p>It stands to reason, that there must be an alternative plan that will spare this historic North Carolina treasure from being compromised in a way that will have irrevocable and permanent damages to its future. I respectfully ask the North Carolina DOT take a very disciplined and measured approach to ensure that changes and modifications are found to preserve the integrity of this outstanding and unique North Carolina landmark.</p> <p>Anne Fonville Sams Meredith College Class of 1977</p>	2	See response to Hillsborough-Wade Common Comment #6.
1712	Hillsborough-Wade	Meredith College	Alternatives		<p>Jeopardizing the future growth--and even future--of one of few remaining women's colleges by reducing the campus size by 20% should be a strong enough consideration that one would look for other alternatives. As a culture, we have a history of disregarding what really matters in the name of "progress." Certainly the engineers involved in this project can come up with an alternative that does not so detrimentally impact the only woman's college in the state. Suzanne Styron Edwards</p>	1	See response to Hillsborough-Wade Common Comment #6.

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1713	Hillsborough-Wade	Meredith College	Alternatives		A new plan that does not impact Meredith College's historic campus must be designed! Meredith College is an asset to the community in many ways, and this land must be protected both for its beauty and for the college's future expansion.	6	See response to Hillsborough-Wade Common Comment #6.
1715	Hillsborough-Wade	Meredith College	Alternatives		This change will decrease the Meredith Campus by 20 percent. It will make expanding the school and growth next to impossible. These three choices are not a solution please design an alternate plan	1	See response to Hillsborough-Wade Common Comment #6.
1717	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith College graduate and frequent driver of the Beltline, I strongly oppose the plan and suggest going back to explore other options. This historical and growing campus should not have to suffer because it was the easiest way to improve traffic flow. This is Raleigh, they can be innovative!	2	See response to Hillsborough-Wade Common Comment #6.
1718	Hillsborough-Wade	Meredith College	Alternatives		As a Meredith Alumnae who lived off campus and commuted from Cary to attend classes each day, I appreciate the traffic issue DOT is attempting to address. However, I remain far more concerned about the impact to a historic college campus that contributes so greatly to our community. Certainly there are better options than taking a significant chunk of Meredith's beautiful and natural environment to route traffic differently. I strongly encourage DOT to go back to the drawing board and identify other options that balance the needs of solving the traffic situation with the importance of maintaining natural landscapes in the heart of Raleigh.	1	See response to Hillsborough-Wade Common Comment #6.





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1731	Hillsborough-Wade	Meredith College	Alternatives		This will directly, negatively impact Meredith College and their future expansion plans. It will affect the quality of life on campus. I definitely oppose this expansion.	2	See response to Hillsborough-Wade Common Comment #6.
1732	Hillsborough-Wade	Meredith College	Alternatives		As a resident of Raleigh and a Meredith College alumna, I urge NCDOT to consider other possible alternatives. The impact of these current options greatly affect the future of Meredith College. Future growth for the college is already limited given its location and taking away additional space should be reevaluated. Thank you.	2	See response to Hillsborough-Wade Common Comment #6.
1733	Hillsborough-Wade	Meredith College	Alternatives		I do not believe all options have been considered. The three proposed options would have a very negative impact on Meredith college and its potential growth .	1	See response to Hillsborough-Wade Common Comment #6.
1736	Hillsborough-Wade	Meredith College	Alternatives		I graduated from Meredith in 1971 and as a raleigh resident since then, I have been involved in many campus activities, both school and community. I actively support my alma mater as a shining example of a highly recognized academic leader and mentor to 1000,s of diverse women to be "the best they can be" , as well as a consistent partner in Raleigh, Wake county and the state of North Carolina. Our campus has been intricately planned to use effectively our limited property boundaries. Excellent job. These option wil damage the operations, history and future of this unique institution forever. Jennie Lancaster Class of 1971	2	See response to Hillsborough-Wade Common Comment #6.
1741	Hillsborough-Wade	Meredith College	Alternatives		All of these proposed options place a punitive, profoundly unreasonable burden on Meredith College that cannot be compensated. As a Meredith alum, trustee and aunt of a current student, I have been following this proposed project with alarm and deep despair. While traffic considerations are very real, there simply must be a solution that has far less impact on the Meredith campus than one requiring the taking of such significant acres of its campus and the destruction of the academic environment that has produced generations of some of Raleigh's, North Carolina's and beyond-its-border's most productive and additive citizens. The current proposal could destroy the entire educational environment of the campus both on the learning and living fronts. One of the big economic drivers for North Carolina has been its public and private colleges and universities, particularly those with a storied history and reputation of success. There once was great pride and appreciation for them, expressed in the protection - even nurturing - of them. That the I-440 proposals could even have been made is shockingly blind to the damage the plan inflicts on Meredith, as one of those institutions -- and especially as one focused on serving women in higher education with such distinction, when so few such special places existed historically and continue today. I encourage the NCDOT to please, please find a way to avoid irreparable harm to the Meredith campus and its important economic and community roles in Raleigh, North Carolina and beyond.	1	See response to Hillsborough-Wade Common Comment #6.
1742	Hillsborough-Wade	Meredith College	Alternatives		All 3 options have too much of an impact on Meredith College. Please reevaluate the plan so it has no impact on Meredith College and/or NCSU. There has to be a better solution.	1	See response to Hillsborough-Wade Common Comment #6.

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1743	Hillsborough-Wade	Meredith College	Alternatives		As a current student at Meredith College, I completely oppose this plan as it currently is written. I am not disputing whether or not the road needs the update. It is beyond ridiculous that the only idea that the NCDOT could agree on was to take land away from an establishment that has been around since 1891, and in it's current location since 1924. I will be extremely disappointed if no changes are made and I know I am not alone in saying that Meredith College's voice will be heard and we will not back down.	7	See response to Hillsborough-Wade Common Comment #6.
1744	Hillsborough-Wade	Meredith College	Alternatives		Please find a solution to this problem. Meredith College is too valuable to the community and landlocked for future growth.	1	See response to Hillsborough-Wade Common Comment #6.
1745	Hillsborough-Wade	Meredith College	Alternatives		Although I know widening I-440 is needed and important, a route that would have less impact on the land-locked Meredith College campus would be preferable,	1	See response to Hillsborough-Wade Common Comment #6.
1746	Hillsborough-Wade	Meredith College	Alternatives		I understand the need for change due to the growth in this area and as someone who travels this route regularly. But I believe the plans need to be redesigned to not have as big of an impact on Meredith College. The property at Meredith is a big part of the charm of the school and impacts a lot of the atmosphere on campus. As a former commuter student, I can attest to how vital the current commuter lot is to those students. How is Meredith supposed to attract students, both living on campus and commuters, without being able to provide ample parking? I believe more could be taken from the NCSU side of the highway and would have a much lesser impact than is being presented with the current plans.	1	See responses to Hillsborough-Wade Common Comments #6 and #15.
1747	Hillsborough-Wade	Meredith College	Alternatives		As an alumna of Meredith College I ask that you find another solution to address this issue. Meredith College is a beautiful campus and is a huge resource to Raleigh. The green space is invaluable. The campus was one of the main reasons that I chose to go there.	1	See response to Hillsborough-Wade Common Comment #6.
1749	Hillsborough-Wade	Meredith College	Alternatives		23 residents left relocations and 7 business relocations as well as the impact it has on Meredith College. This constructions benefits do not out weigh its adverse impacts. Please reconsider other options.	5	See responses to Hillsborough-Wade Common Comment #6 and Jones Franklin Rd Common Comment #1.
1751	Hillsborough-Wade	Meredith College	Alternatives		I'm a Meredith Alumnae and of course I don't want any impact to a lovely college. I also know the traffic on I-440 is always backed up during in the mornings and afternoons when people are travelling to work. The Raleigh area growing and roads will have to keep up with the influx of growth.	1	See response to Hillsborough-Wade Common Comment #6.
1752	Hillsborough-Wade	Meredith College	Alternatives	Parks and greenways	Each option takes too much land from our colleges, greenways and walking/biking access. Preserving what is good in Raleigh should supersede asphalt. I would hope the DOT can develop better plans than these 3.	1	See responses to Hillsborough-Wade Common Comments #6 and #12.
1764	Hillsborough-Wade	Meredith College	Alternatives		Please find another solution so that Meredith College's campus is not negatively impacted.	2	See response to Hillsborough-Wade Common Comment #6.
1793	Hillsborough-Wade	Meredith College	Alternatives		These plans do not, in my opinion, consider the long term or short term impact on Meredith college. Taking land from a land lock historic college doesn't make sense. It would negatively impact any future expansion, not to mention the what impact the construction would have on students currently attending this historic institution. I am sure there has to be another alternative that would have less impact on Meredith's campus.	1	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1803	Hillsborough-Wade	Meredith College	Alternatives	Eliminate Hillsborough interchange	I urge NCDOT to rethink these alternatives for the I-440 Beltline Widening project at Wade and Hillsborough and to develop options that take less property from Meredith College. It seems to me that a solution would be eliminating the Hillsborough interchange. That would save money and property. Is it necessary to have two interchanges within a few feet of each other? As the streets exist now, there is a box around the area that includes Faircloth/Gorman, Blue Ridge, Western and Wade. Could not those streets be expanded to take increased traffic? It is really unconscionable for DOT to take up to 20% of Meredith's property for this interchange. No institution should be asked to make such a sacrifice in order to expand a highway. Meredith makes a huge contribution to the Raleigh and Wake County community which includes almost all of those people in the cars traveling along that section of roadway. Importantly, the school needs the capacity to expand buildings and facilities on its campus in order to continue to provide quality education and to remain a viable and vibrant college. I think that NCDOT is quite capable of developing designs that will preserve more of Meredith's campus and do less harm to its future.	1	See responses to Hillsborough-Wade Common Comments #6 and #10.
1821	Hillsborough-Wade	Meredith College	Alternatives		The proposal for the expansion of 440 needs to go back to the drawing board. It would take land from several organizations that are so important to the communities they serve, to the city of Raleigh, and to the state of North Carolina. Meredith College in particular would be impacted detrimentally by this expansion, as it would limit Meredith's ability to grow. The land that the DOT wants to take from Meredith is land that the College will use to build classroom buildings, educational opportunities, and even dormitories, as the college continues to thrive. Please re-think this proposal.	0	See response to Hillsborough-Wade Common Comment #6.
1822	Hillsborough-Wade	Meredith College	Alternatives		The proposal for the expansion of 440 needs to go back to the drawing board. It would take land from several organizations that are so important to the communities they serve, to the city of Raleigh, and to the state of North Carolina. Meredith College in particular would be impacted detrimentally by this expansion, as it would limit Meredith's ability to grow. The land that the DOT wants to take from Meredith is land that the College will use to build classroom buildings, educational opportunities, and even dormitories, as the college continues to thrive. Please re-think this proposal.	0	See response to Hillsborough-Wade Common Comment #6.
1849	Hillsborough-Wade	Meredith College	Alternatives		Meredith College already has limited space to expand their buildings and campus. The school is growing in numbers every year. Parking is already an issue for the school and this plan will take away even more of the commuter lots. As an alumni, I would like to see new buildings go up in the field area that would be affected by this plan. As one of the few remaining women's colleges, it would be sad to see the NCDOT limit all of the great potential this school has for growth and preparing women for bright futures!	1	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1859	Hillsborough-Wade	Meredith College	Alternatives	Noise	<p>Dear Sirs,</p> <p>I am writing to oppose the widening of I-440 if it affects NCSU and Meredith College. These Institutions work tirelessly to provide the best education to our community. The widening of I-440 will impact their campuses negatively. They will have less space for growth (and as you very well know the Triangle is growing day by day) We should expect that these institutions will build new building in the future to acomodate new people.</p> <p>Also, the new possible construction will affect negatively the campus environment (specially classrooms and dorms) since it will bring a tremendous amount of noise.</p> <p>I hurts to see that your office is not supporting educational institutions if you go ahead with the plan as it is.</p> <p>Meredith College has opened the campus to the community in many many ways. It built a track that costed millions of dollars. Public (not connected to Meredith) uses it. Also, Meredith built a path that allows the community to run, bike. Meredith cares for the community. Now please show that you care for Meredith too.</p> <p>Please change the plans. Thank you for your attention to my request..</p> <p>V C</p>	0	See response to Hillsborough-Wade Common Comment #6, #7, #11, #12, and #15.
1862	Hillsborough-Wade	Meredith College	Alternatives		All three options take too much land from Meredith College. Meredith is a landlocked, private historic College. Losing that much land will cause dire environmental impacts as well as affect her ability to expand the campus in the future. As an alumna, I believe there has to be a better proposal to help alleviate the growing needs of our community without sacrificing Meredith.	1	See response to Hillsborough-Wade Common Comment #6.
1873	Hillsborough-Wade	Meredith College	Alternatives		Can't help but notice you didn't include a "None of the Above" choice on your options. That would have been a MUCH better option than "It's not important to me." Well, I'll say it here: NONE OF THE ABOVE!!! Meredith College is a PRIVATE COLLEGE that is 126 years old, and to think that you would try to flex your "Eminent Domain" muscles to bully your way into robbing them of 1/5 of their campus is just absurd. They are already landlocked, and need more room to grow as it is. Meredith has long been a caring, generous, flexible, and paragon community partner and advocate for Raleigh, and it's time to recognize and respect that by problem-solving in another direction! President Jo Allen doesn't like bullies, and neither do the 2500 Meredith students and their families, not to mention their thousands of STRONG WOMEN alumni, so you've got your work cut out for you. Ditto to the effects on the University Club. You're going to pulverize the largest university in the state so people can go "Zoom-Zoom" even more inside the city? That's just insulting. More air and noise pollution, more asphalt, in exchange for beautiful historic educational institutions and the lovely natural landscape surrounding them? It's a no-brainer. PROBLEM SOLVE, PEOPLE!!!	9	See responses to Hillsborough-Wade Common Comments #6 and #7.
2093	Hillsborough-Wade	Meredith College	Alternatives		Please do not impact Meredith College. There must be a better solution!	1	See response to Hillsborough-Wade Common Comment #6.
2098	Hillsborough-Wade	Meredith College	Alternatives	Noise	Please consider additional alternatives to be less intrusive to the Meredith College property; the expansion impact including additional noise and pollution and the loss of land is very discouraging and disappointing to the Meredith community.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2110	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	Please consider that Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will also significantly impact Meredith's ability to expand buildings and other learning spaces in the future. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. And lastly, all three plans harm NCSU facilities to an unacceptable degree.	0	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
2130	Hillsborough-Wade	Meredith College	Alternatives		None of the options are acceptable for all have too great of a negative impact on Meredith College. Please go back to the drawing board	1	See response to Hillsborough-Wade Common Comment #6.
2139	Hillsborough-Wade	Meredith College	Alternatives		None of the options are positive for Meredith College. The NCDOT should go back to the drawing board and design a less intrusive and impactful option for lane expansion. Meredith has been a long standing vital contributor to the community and hopes to continue by providing excellent educational opportunities to the young women who attend the college. They go out into the local community and continue to contribute as socially conscious citizens. The value the Meredith campus brings to its young women and its ability to grow will be diminished if 13 acres are taken from the campus. There must be other options for expansion without endangering the Meredith College campus.	2	See response to Hillsborough-Wade Common Comment #6.
2154	Hillsborough-Wade	Meredith College	Alternatives	Noise	None of these options are appropriate as they will take land from Meredith College. Just because MC doesn't have any current uses with land associated with the NCDOT project doesn't mean it should be taken away. Meredith College is a beautiful campus and taking away 1/5th of the land to expand the beltline shouldn't be questioned. Adding traffic through the campus creates noise, smog, and will take away the beauty of its campus. Additionally, MC is a private school. It was be ridiculous if the DOT were to take away any public university land for a project such as this. MC's future projects shouldn't be jeopardized. The DOT needs to please reconsider it's options.	0	See responses to Hillsborough-Wade Common Comments #6 and #7.
2156	Hillsborough-Wade	Meredith College	Alternatives		As a alumna of Meredith College, I would like to see an alternative that would not negatively impact the Meredith campus. Meredith needs their land to be able to provide students with the best college experience and continue expansions in the future. Please go back to the drawing board and look for new options that would not negatively impact the Meredith College campus.	2	See response to Hillsborough-Wade Common Comment #6.
2167	Hillsborough-Wade	Meredith College	Alternatives		Please consider the permanent impact these options would have on the appearance and future growth of Meredith College. Fourteen, thirteen, or sixteen acres is too much to take from an institution that is already landlocked. Please go back to the drawing board.	1	See responses to Hillsborough-Wade Common Comments #6 and #14.
2173	Hillsborough-Wade	Meredith College	Alternatives		As an alumna and staff member of Meredith College I ask that you seek other alternatives to this proposal that do not adversely impact Meredith College. Our beautiful campus is a draw for many of our prospective students. This proposal will also impede future expansions of our College as we continue to grow and expand in the future.	1	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2174	Hillsborough-Wade	Meredith College	Alternatives		Other alternatives should be considered to reduce taking 1/5 of a land-locked college's land. This college contributes greatly to the community and the community in turn should work to protect its future growth and maintain it's present climate.	1	See response to Hillsborough-Wade Common Comment #6.
2180	Hillsborough-Wade	Meredith College	Alternatives		I care deeply about Meredith's future, I am asking NCDOT to go back to the drawing board and design a less intrusive and impactful option for the Hillsborough-Wade interchanges.	2	See response to Hillsborough-Wade Common Comment #6.
2198	Hillsborough-Wade	Meredith College	Alternatives		Please go back and evaluate & come up with a new plan that does not effect Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
2213	Hillsborough-Wade	Meredith College	Alternatives		None of these alternatives consider the growth of Meredith. Please go back to the drawing board to allow a wonderful institution to keep growing to help create strong, confident, intelligent women! It takes way too much land from the campus	1	See response to Hillsborough-Wade Common Comment #6.
2243	Hillsborough-Wade	Meredith College	Alternatives	Noise	Please consider an option that will spare the beautiful campus of Meredith College. Any of the above will damage the integrity of the western edge of the campus as well as thwart any and all future growth of the college in that direction. Along with the land sacrifice, Meredith's students will be subjected in dramatically increased noise and light pollution from the encroachment onto the campus. Although I am sure that no one wants to sacrifice their land, NC State and its University Club do have other options -- Meredith College is in a fixed and permanent location with only a limited area left to grow!	1	See responses to Hillsborough-Wade Common Comments #6, #7, #8, #11, and #15.
2263	Hillsborough-Wade	Meredith College	Alternatives		This is absolutely unacceptable!!! You cannot take 1/5 of Meredith's campus and act as if there will be no detrimental effects on future growth of the college. This cannot happen. Reroute NCDOT.....find another way!!!	4	See response to Hillsborough-Wade Common Comment #6.
2264	Hillsborough-Wade	Meredith College	Alternatives		Please do a re-evaluation on this project. This will be very damaging to Meredith College and her future plans for expansion and growth.	1	See response to Hillsborough-Wade Common Comment #6.
2325	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	I went to Meredith and loved the fact that it was a haven in the middle of the city. I loved coming home to this quiet oasis. The beautiful, peaceful campus is one of the many factors that make the college so special. Please rethink this plan and find another way to relieve traffic issues. Meredith should be designated as a historical site and thus protected from encroaching projects.	1	See responses to Hillsborough-Wade Common Comments #6 and #9.
2326	Hillsborough-Wade	Meredith College	Alternatives		None of these options prevents the destruction of Meredith College's future. What were the planners thinking to devise such a plan in the first place? Anne Braswell McGee , Meredith College, class of 1962	1	See response to Hillsborough-Wade Common Comment #6.
2359	Hillsborough-Wade	Meredith College	Alternatives		All three options pose far too great of a threat to Meredith College's future educational value. Please try to go back to the drawing board and find another way. The students value every inch of their campus and a place to grow and learn, having to loose a chunk of it will really encroach on Meredith's ability to expand and provide the best educational opportunities for their students as they have been doing for many many years.	1	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2361	Hillsborough-Wade	Meredith College	Alternatives	Eliminate Hillsborough interchange	Perhaps close Hillsborough St. ramps and focus on Wade/I-40? Please rethink and present a plan such as this or others. Too great of an impact on important community institutions....Faculty Club and Meredith College. I work at Meredith College and have two daughters who are alums of the College. Fear of effects on students, especially those living in the Oaks Apartments. Noise, light distraction, privacy concerns. This is a historical, all female College.....one that is thriving while others are closing. May need for land for important growth/expansion in the future. 1/5 impact to College's footprint is unfortunate. We appreciate the need for traffic flow to improve in this area. Please, please revisit other planning options that will not irrevocably harm this beautiful campus!	1	See responses to Hillsborough-Wade Common Comments #6, #7, #8, #10, and #11.
2373	Hillsborough-Wade	Meredith College	Alternatives		Please consider rethinking all of these options. All three greatly impact Meredith College. The rich history of this location and institution warrant preserving the land.	1	See response to Hillsborough-Wade Common Comment #6.
2375	Hillsborough-Wade	Meredith College	Alternatives		Please consider an alternative to protect and preserve Meredith College. We are already a small campus, and taking land from us in any of these designs will be very detrimental. This college is so important to so many of us as students, alumnae, and staff, and we all have an impact on the Raleigh community. Please, Raleigh community, come together to protect us.	7	See response to Hillsborough-Wade Common Comment #6.
2377	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is rooted in tradition and family, this will severely hurt our community. for past, present and future students. You will be interfering with campus housing and the ability to educate women. We cannot afford to lose almost 20% of the Meredith College campus.	1	See response to Hillsborough-Wade Common Comment #6.
2378	Hillsborough-Wade	Meredith College	Alternatives		<p>I write to implore the NCDOT to go back to the drawing board in crafting a plan to widen I-440 between Wade Avenue &amp; Hillsborough Street. As a strong advocate for continued improvement to Raleigh's roads &amp; bridges, I am not one to advocate against road construction. Indeed my husband's family company constructed much of I-440 and I-40. But with this latest proposal, Meredith stands to have cumulatively lost 20% of its original campus footprint for the sake of "progress." I have no sympathy when a homeowner in Brier Creek decries the noise &amp; lights at RDU. The airport was in place long before the residential community. But in 1924 when Meredith moved from downtown to Hillsborough Street so that it could have a large campus sanctuary in the "country," the Raleigh Beltline did not exist.</p> <p>And though Meredith's neighbor, NCSU's University Club, also opposes the plan, one must acknowledge that the land under the University Club is leased from the State of North Carolina. The land is already owned by the taxpayers &amp; citizens of this state. And when the original "Faculty Club" opened in 1961, the Raleigh Beltline already ran from NC55 in Apex to Glenwood Avenue. While the mission of Meredith has never changed, one must also admit that NCSU's University Club no longer serves its original mission as a recreational facility for the university's faculty. Anyone who professes support for NCSU is eligible for membership. And while the 9-hole par-3 golf course served for decades as a short practice facility for the NCSU golf team, NCSU's Lonnie Poole Golf Course on Centennial Campus is a gem of a course that now offers NCSU's golf team, students, staff, &amp; even the general public the opportunity to play a first rate facility at a reasonable price.</p> <p>I applaud the NCDOT for working to alleviate the congestion on this final section of I-440 that has not been widened from 4 lanes. I just ask that you rethink the design. With a team of PE's, I trust you can creatively craft a plan that allows Meredith College to retain its land and continue to be one of the most prestigious all-female institutions of higher learning in the country.</p> <p>From a Meredith College Class of 1981 Alum &amp; lifelong Raleigh resident</p>	0	See responses to Hillsborough-Wade Common Comments #6 and #15.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2397	Hillsborough-Wade	Meredith College	Alternatives	Noise	Not only do these options take too much land from Meredith College, the light and noise pollution they will create will adversely affect the campus. Please go back to the drawing board.	0	See responses to Hillsborough-Wade Common Comments #6, #7, and #8.
2438	Hillsborough-Wade	Meredith College	Alternatives		None of the options are good because of the great impact to the campus of Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
2439	Hillsborough-Wade	Meredith College	Alternatives		Meredith College will be very negatively impacted by this change, and I truly hope another option will be found that preserves our lovely campus for future generations of women.	3	See response to Hillsborough-Wade Common Comment #6.
2444	Hillsborough-Wade	Meredith College	Alternatives		Meredith College is an integral part of Raleigh with a long history and much growth. With so much land already being taken from Meredith's campus this tremendously negatively impacts Meredith's future. It is of the utmost importance to not take as much land and in this plan. There has to be another way.	0	See response to Hillsborough-Wade Common Comment #6.
2452	Hillsborough-Wade	Meredith College	Alternatives		Plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. NC Department of Transportation - we call on you to come up with more equitable plans that pose fewer impacts on this historic campus.	0	See response to Hillsborough-Wade Common Comment #6.
2458	Hillsborough-Wade	Meredith College	Alternatives		As a former student of Meredith College and a mother of a (hopeful) future Meredith Angel, none of the proposed options are acceptable to me. Too much is being taken away from the campus and the future that the College will provide to women. The quiet beauty of the campus in the middle of Raleigh is what drew me to Meredith to begin with and I fear that by taking away this land and adding in the additional interstate, that part of the Meredith experience will be forever lost and will drive away future Angels.	1	See response to Hillsborough-Wade Common Comment #6.
2460	Hillsborough-Wade	Meredith College	Alternatives	Historic resources	Please go back to the drawing board! Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	0	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
2468	Hillsborough-Wade	Meredith College	Alternatives		The NCDOT must find another solution with less impact on Meredith College for I440 expansion. The expansion and encroachment onto this historical campus is wrong and unconscionable. The NCDOT can find another solution that will not take away land from Meredith college. I am a concerned citizen that has invested in Meredith College. There simply must be another solution without impact on Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2474	Hillsborough-Wade	Meredith College	Alternatives		None of the options are appealing. They all take away valuable land from Meredith College which is needed for growth of its expanding educational needs, as well as housing for its growing number of students. As the mother of a current student I feel all these plans are a slap in the face to the growth of women's education. Go back to the drawing board.	1	See response to Hillsborough-Wade Common Comment #6.
2477	Hillsborough-Wade	Meredith College	Alternatives		Would choose NONE of the 3 options! HUGE negative impact on Meredith College during construction. CRIPPLING negative impact for any future Meredith growth, and -- even at the current size -- for keeping pace with changing educational needs in our continually changing world. Surely the high quality of experienced and creative professionals who are on this project can rethink and devise a far better solution than taking away 17% of the footprint from a college which has been contributing to and reflecting so positively on the Raleigh community, the state of NC, and farther beyond for so many years.	1	See response to Hillsborough-Wade Common Comment #6.
2487	Hillsborough-Wade	Meredith College	Alternatives		Go back to drawing board. This plan threatens the future sustainability of Meredith College as a vital part of the Raleigh community.	1	See response to Hillsborough-Wade Common Comment #6.
2489	Hillsborough-Wade	Meredith College	Alternatives		All plans have a huge impact on Meredith College and will prohibit the growth and education of women. Please go back to the drawing board.	1	See response to Hillsborough-Wade Common Comment #6.
2490	Hillsborough-Wade	Meredith College	Alternatives		None of the flyover options are reasonable given the great impact that any would have on the Meredith campus. Meredith College and its graduates and staff contribute greatly to the Raleigh community and to NC. Consideration should be given to the huge impact any of these flyways have on the campus. Please go back to the drawing board and determine a plan which has less impact than any of the ones proposed.	1	See response to Hillsborough-Wade Common Comment #6.
2491	Hillsborough-Wade	Meredith College	Alternatives		Please consider a plan that would be a less intrusive option for Meredith College. The current plans will impede Meredith's ability to grow according to the college's mission and campus master plan, which is a state-recognized "Designed Historic Landscape". The college is known for educating students to live with integrity and become active citizens in our local community and government.	1	See responses to Hillsborough-Wade Common Comments #6 and #9.
2495	Hillsborough-Wade	Meredith College	Alternatives		No option that doesn't impact Meredith means back to the drawing board as far as I'm concerned.	0	See response to Hillsborough-Wade Common Comment #6.
2504	Hillsborough-Wade	Meredith College	Alternatives		All three options have far too great an impact on Meredith College. The State needs to seriously reevaluate the thought of taking property from a PRIVATE HISTORIC college, that is already landlocked without opportunity to grow beyond the current ground.	1	See response to Hillsborough-Wade Common Comment #6.
2508	Hillsborough-Wade	Meredith College	Alternatives	Visual resources	Who cares about views from the pedestrian bridge? There has to be a better alternative than taking 13-17 acres of the Meredith campus which is such an iconic part of the Raleigh landscape. It is conceivable that these changes will bring the demise of this campus eventually. Please go back to the drawing board.	1	See responses to Hillsborough-Wade Common Comments #6 and #14.
2509	Hillsborough-Wade	Meredith College	Alternatives		Meredith College should not be impacted by this change. Find a different solution.	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2516	Hillsborough-Wade	Meredith College	Alternatives	Noise	Please do not take away property that enhances Meredith Colleges' space and beauty. And the noise impact is just as destructive. I am requesting that NCDOT go back to the drawing board and design a less intrusive and impactful option for lane expansion.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
2524	Hillsborough-Wade	Meredith College	Alternatives		Other options need to be considered. Taking away even 14 acres from Meredith is entirely too much. Our campus is on the smaller side to begin with and this would have a huge negative impact on the campus. As a commuter student myself, I can see how this would cause a lot of issues in figuring out where the commuter students would park (which make up a large portion of the students). There aren't other options on campus - you can't take away those areas.	1	See response to Hillsborough-Wade Common Comment #6.
852	Hillsborough-Wade	Meredith College	Community resources		The impact on Meredith College is overly intrusive and not well-planned. What are the true environmental impacts? What are the social costs? This impedes Meredith's future growth and the growth of the stolen area.	2	The Environmental Assessment and Community Impact Assessment adequately address impacts to Meredith College as a community resource.
1702	Hillsborough-Wade	Meredith College	Community resources		<p>John L. Williams North Carolina Department of Transportation RE: I-440 Beltline Widening Project <a href="https://Ncdot.publicinput.com/1851">https://Ncdot.publicinput.com/1851</a></p> <p>The purpose of this communication is to express opposition to the current NCDOT plans for the I-440 Beltline Widening Proposal because of the adverse impacts on Meredith College. I write as an Alumnae of Meredith College and as a member of the Board of Trustees of Meredith College.</p> <p>The three NCDOT plans for widening I-440 between Hillsborough Street and Wade Avenue could damage a significant portion of the western side of Meredith's historic campus. Under each of the NCDOT plans, the immediate and long-term effects of the completed project will limit the college's ability to grow and unalterably disrupt the campus experience of its students, faculty and staff.</p> <p>NCDOT has not adequately evaluated the short and long-term impacts to Meredith College caused by the I-440 Beltline Widening project. I request that a more thorough Environmental Assessment be conducted to evaluate more fully the impacts on Meredith College.</p> <p>I urge that the NCDOT amend current plans for the I-440 Beltline Widening Project to adequately account for the impacts on Meredith College. Furthermore, I urge the NCDOT to fully explore other options for the I-440 Beltline Widening Project which would lessen the impact on Meredith College.</p> <p>The I-440 Beltline Widening Project should be postponed pending further study and consideration of other options.</p> <p>Thank you. Sincerely, Josephine S. Cooper xxxxxxx, Pinehurst, North Carolina jo@xxxxxx.com Mobile xxx-xxx-xxxx</p>	3	<p>See responses to Hillsborough-Wade Common Comments #6 though #9 and #11.</p> <p>The Environmental Assessment (EA) adequately summarizes the impacts of the Detailed Study Alternatives on the human and natural environments and surrounding properties. The EA and Community Impact Assessment address impacts to Meredith College as a community resource.</p>
273	Hillsborough-Wade	Meredith College	Construction	Historic resources	Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
762	Hillsborough-Wade	Meredith College	Construction		As the daughter of a Meredith College faculty member who uses the Beltline often and is an active member of the Meredith College community, I am opposed to this change. I think the construction and the storage of equipment used for the construction on campus will hinder the college's ability to function properly and attract new students each year. The school depends on its beauty to attract new students, so the traffic and stored equipment will cause the school to lose a lot.	2	The construction contractor would not use Meredith College property as a staging area to store construction equipment. Access to the construction area would not use roadways on campus unless expressly coordinated with and permitted by Meredith College.
811	Hillsborough-Wade	Meredith College	Construction	Noise	It seems that insufficient attention has been directed to the impact that will be felt on the Meredith College campus residents and educational mission during and after construction, whatever plan is devised. The college's newest residence hall is located closest to the work zone; what plans will be in place for noise abatement during construction for the student residents? And after the project is completed, what will be the long-term strategy for preventing destructive impact on educational mission? Educational spaces and residential spaces will surely suffer from the impact of closer roads with increased traffic and fewer plantings or distance to buffer the roads. What about protective walls, plantings, and so forth?	0	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
843	Hillsborough-Wade	Meredith College	Construction	Historic resources	I am a proud Alumna and agree with all assertions put forth by supporters: Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
959	Hillsborough-Wade	Meredith College	Construction	Historic resources	Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree. Please reconsider your plans. I went to Meredith College and I am now working there too and would hate to see the campus so negatively impacted as it serves as an oasis not only to the Meredith community, but the triangle and state communities at large as well.	0	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
309	Hillsborough-Wade	Meredith College	Design		Can you make the highway a double decker in this area? Go vertical? Density? Try to keep the land open so Meredith can expand, it's a great asset to Raleigh. The university club is easier to move, it's just a pool! Meredith is an institution.	0	In the Wade Ave and Hillsborough St interchange area, the on/off ramps need to be upgraded to current NCDOT and FHWA design standards in addition to adding the extra two through lanes along I-440. Building the extra through lanes above the existing roadway would not address the need to upgrade the on/off ramps, which are what cause the footprint to expand outside the existing right of way. See also response to Hillsborough-Wade Common Comment #15.
789	Hillsborough-Wade	Meredith College	Design		It seems to me it doesn't make sense to displace residents and a private university such as Meredith or private businesses when there is all the state land on the other side of the road that you will need. I personally think it would make more sense to move the buildings on the NCSU side since those won't cost the state as much as it will to pay Meredith for their ground. Additionally, NCSU has the ability to rebuild on both main campus (Harrelson Hall), and on Centennial campus so the buildings needed for the expansion could be replaced. In fact, it would be better to help bring these buildings closer to the main campuses for access to students and faculty. I do feel for the University Club. I don't see them getting out of being impacted in any way here unless someone included in the cost is the ability to relocate some of their golf course and facilities over onto the Vet schools property.	0	See response to Hillsborough-Wade Common Comment #15.
840	Hillsborough-Wade	Meredith College	Design	Alternatives	They are all terrible and the impact to Meredith is astonishing. If anything, move the whole interchange west on top of the golf course and empty land. Even better, stop with this car-centric nonsense and invest in the future - transit.	2	See responses to Hillsborough-Wade Common Comments #6, #13, and #15.
918	Hillsborough-Wade	Meredith College	Design	Visual resources	This interchange will have a significant impact on the Meredith College campus. The visual aesthetic of campus will change leaving the campus with the challenge of appealing to future students and increasing numbers. This will also effect the campus life of Meredith College since we are a campus that values tradition and the strong spirit of the campus. This is also not okay for the Exercise Sports Science people and athletes that have classes and practices on the soccer field. I would be a little more accepting if you were able to cover up the flyover with trees or some other vegetation so that you could not see it from the front of campus. However, the flyovers are not pleasing and I would ask that they not be apart of the interchange.	1	See response to Hillsborough-Wade Common Comment #14. The flyover ramp is necessary to carry the projected traffic volumes.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1725	Hillsborough-Wade	Meredith College	Design	Alternatives	<p>As a 2001 graduate of Meredith College and a longtime resident of the Triangle, I am writing to voice my objection to the proposed I-440 lane expansion which would negatively impact the college.</p> <p>The route of the expansion in question is bordered by state owned land, specifically NC State University Club, directly across the beltline from Meredith College. Shifting the I-440 expansion to state owned land versus privately owned Meredith College land makes sense in several ways.</p> <p>1)Meredith's property is being used for education, student housing, and is earmarked for future expansion.            2)NCSU's tract is being used for recreation.            3)Meredith is land locked and has no other resource.            4)NCSU has a great deal of land around the University Club and in other parts of Raleigh.            5)Environmental impact on Meredith students will be excessive (noise, lights, loss of green areas)            6)No such impact on students or faculty on the state owned side of the beltline            7)Finally consider the optics of the state taking private property that is being fully utilized by the owners versus taking a small piece of a large state owned tract that is being used for recreation.</p> <p>It is inconceivable that the planners even considered impacting this renowned, women's college so egregiously. I respectfully request that you go back to the drawing board and design a less intrusive option for lane expansion.</p>	4	See responses to Hillsborough-Wade Common Comments #6, #13, and #15.
958	Hillsborough-Wade	Meredith College	Historic resources	Parks and greenways	<p>As a staff member of Meredith College, this breaks my heart that the NCDOT would even consider messing with a historical landmark. Not only is this impacting our student housing but commuter parking, as well. It further depletes our land-locked campus for a change to add additional buildings in the future, as our enrollment continues to grow. Then, it also impacts the Greenway, NCSU, as well as, the Natural Museum of Art. :-O</p>	4	See responses to Hillsborough-Wade Common Comments #6, #9, #11, and #12.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1681	Hillsborough-Wade	Meredith College	Historic resources	Visual resources	<p>I am writing as a NC property owner as well as a Meredith College alumni to express my concerns regarding the proposed impact to the campus of Meredith in the I-440 expansion surrounding our campus, home to over 2000 students, workplace for over 500 faculty and staff, and alumni home for well over 21,000 living alumnae.</p> <p>The college has followed a state recognized Designed Historic Landscape plan for it's strategic growth for well over 50 years, and the only remaining expansion space which remains of our land-locked campus will be severely restrained under the current expansion proposal resulting in loosing the very best sites for future classroom buildings, residence halls, and athletic facilities. Your report furthermore fails to assess the detrimental impacts to current offerings of its high quality instruction, research, residential living, and commuter service if the proposal was to be employed.</p> <p>Meredith is a thriving private institution, with a history of growth and proven corporate citizenship to the Raleigh area, having previously provided land for the expansions of prior road expansions. The current proposal simultaneously proposes to take campus land, *and* insert high-volume and high-speed infrastructure, lights, and noise directly onto our college campus, loosing much of the buffer zone which currently exists. Other than stating that right-of-way will be taken, the Environmental Assessment fails miserably to address the impacts to the college and her students from the highway, its concomitant expressways, ramps, berms, bridges and flyovers. It does not even mention the effects of the proposed 100-foot tall lighting masts along the entire western side of our campus. The report fails to speak to the visual impacts of highway infrastructure and flyover bridges that will loom four to five stories over the campus.</p> <p>I ask the NC Dept of Transportation and the FHWA to investigate additional design alternatives and methods to reduce the footprint and impact of the project to expand I440 around the Meredith campus.</p> <p>Respectfully,</p>	2	<p>See responses to Hillsborough-Wade Common Comments #6 through #9 and #11 and #14.</p> <p>The Environmental Assessment (EA) adequately summarizes the impacts of the Detailed Study Alternatives on the human and natural environments and surrounding properties. The EA and Community Impact Assessment address impacts to Meredith College.</p>
966	Hillsborough-Wade	Meredith College	Natural resources		<p>I don't like any of the plans because they cause a significant loss of Meredith College property. As an Environmental Scientist faculty member at Meredith College, I am deeply concerned about the loss of natural habitat to our college where I and my colleagues conduct long-term research with students. Alternative B minimizes forest loss but increases grassland and greenway loss. The Meredith forest (to the east of the suspension bridge) is part of a national long-term database that assesses carbon accumulation in urban areas. We need to protect this land not only for environmental reasons but for current and future growth of a private, historical women's college rated in the top 5 women's colleges in the country.</p>	2	<p>See responses to Hillsborough-Wade Common Comment #6. The impacted area north of Wade Ave is for interchange ramps, the realignment of the Reedy Creek Greenway, and realignment of the access roads to the maintenance building and the President's house. The impacted area is adjacent to the existing right of way owned by NCDOT. For the One Flyover, the area shown for new right of way includes approximately 3.3 acres of forested land. For the Slight Detour Alternative, the impacts include approximately 3.1 acres of forested land. The Two Flyovers Alternative would not impact any of this area. The main forested area to the east of the maintenance building would not be disturbed by the project. Not all of this disturbed forested area would be paved, some may not be cleared, and some would revegetate after construction. NCDOT will continue to investigate ways to minimize right of way needs during final design.</p>

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
900	Hillsborough-Wade	Meredith College	Noise	Right of way	As a Meredith student who already hates the amount of noise that can come through our tree/greenbelt sound barrier, I'm absolutely against it. Taking 1/5 of a small campus is disrespectful from an already restricted campus. Take a fifth from State. Additionally, you cannot just uproot 23 residential homes, 7 businesses, and a private school just because one more lane might make traffic a little faster. We must put people before road expansions.	0	See responses to Hillsborough-Wade Common Comments #6 and #7. Also, regarding relocations noted, they would occur at Jones Franklin Rd. See response to Jones Franklin Rd Common Comment #1.
950	Hillsborough-Wade	Meredith College	Noise	Historic resources	Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #9.
1273	Hillsborough-Wade	Meredith College	Noise and Air quality	Other	This is ridiculous! The DOT should not be allowed to intrude on Meredith College land. This will increase noise, fumes, and limit any opportunity to expand the college. Meredith has been in Raleigh for 125 years. There is a stable and horses which will be spooked by coming any closer. I-440 itself already gives off too much noise to that side of the campus. This project is too intrusive, unnecessary, and a waste of money. Why don't you repair and repave the roads you already have! THAT would be more useful to this vicinity.	1	See responses to Hillsborough-Wade Common Comments #6 and #7. The stable referred to in the comments is now used as a maintenance facility, and horses are no longer boarded on campus.
744	Hillsborough-Wade	Meredith College	Other		I am a Meredith College grad and COMPLETELY oppose this plan. Our school has been a friend to all in our city, and should not be changed!	4	Comment acknowledged.
785	Hillsborough-Wade	Meredith College	Other		I am a college student at Meredith and I do not support this.	4	Comment acknowledged.
801	Hillsborough-Wade	Meredith College	Other		Written by a Meredith Grad and now Meredith mom!	3	No response needed.
824	Hillsborough-Wade	Meredith College	Other		As a Meredith college graduate, I oppose this "solution."	10	Comment acknowledged.
831	Hillsborough-Wade	Meredith College	Other		I hate to see Meredith's small campus impacted in any way.	1	Comment acknowledged.
842	Hillsborough-Wade	Meredith College	Other		Enough is enough. NCDOT, Developers and Government/City Officials need to learn the word NO!! Repeat - NO! It's constantly a battle, you wouldn't be satisfied if you too 50% of the campus. Sometimes the answer is just NO! We have grown until we are splitting at the seams. No amount of construction or change will completely ease congestion or serve the motives of development. NO! NO! Do we have to tie ourselves to the trees? Okay then!	0	Comment acknowledged.
874	Hillsborough-Wade	Meredith College	Other		Meredith may only enroll 2,000 people, but we give jobs to many who might not be able to find jobs otherwise-- we are absolutely a benefit to the Raleigh community and economy. The change will affect thousands of people in the future who would appreciate the options for expanded growth.	2	Comment acknowledged.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
884	Hillsborough-Wade	Meredith College	Other		I am a member of the Meredith College Student Government Association Executive Board--we actively listen to student comments and concerns and act based on that information. I am therefore going to do everything I can to make sure that this corridor doesn't impede the growth of this school.	2	Comment acknowledged.
903	Hillsborough-Wade	Meredith College	Other		I live < 1 mile from Wade Ave and work at Meredith College, and would like to know if those making decision on this project has EVER walked, biked, or enjoyed the Green Way or any part of Meredith's beautiful, historic, sustainable friendly, green campus?	2	The project development team has visited the Meredith College campus numerous times for data collection and to meet with college administrators, and have also walked the Reedy Creek Greenway. The project development team has also driven or walked the other areas of the project corridor. Project site visits are a valuable way to understand issues and constraints during project development.
909	Hillsborough-Wade	Meredith College	Other		This is not okay! Please do not put rush hour frustrations before our education.	0	Comment acknowledged.
910	Hillsborough-Wade	Meredith College	Other		#saveMeredith	0	Comment acknowledged.
912	Hillsborough-Wade	Meredith College	Other		Stop pushing Meredith around NC	0	Comment acknowledged.
919	Hillsborough-Wade	Meredith College	Other		I think this project would adversely affect the Meredith College community in a negative fashion.	1	Comment acknowledged.
925	Hillsborough-Wade	Meredith College	Other		I find it interesting that this just happens to be a plan that negatively affects an all-women's college and school for special needs children.	0	All the impacts of the Detailed Study Alternatives to the human and natural environments are discussed in Chapter 3 of the Environmental Assessment. NCDOT will continue to try to minimize impacts through final design.
1014	Hillsborough-Wade	Meredith College	Other		As a university graduate of an NC school, I am an advocate of protecting the campuses and all land therein whatever it takes. The students and community need these institutions and all the land, as a community resource especially for children! Highways come and go- colleges deserve more respect. They are expensive to begin with, and damage is uncalled for. My opinion. I'm against it.	2	Comment acknowledged.
1019	Hillsborough-Wade	Meredith College	Other		I highly support the comments of Dr. Betty Webb.	3	Comment acknowledged.
1060	Hillsborough-Wade	Meredith College	Other		Meredith gave me the best four years of my life-please don't take that away from current and future angels! We love our Wonderland and want it to stay that way!	5	Comment acknowledged.
1064	Hillsborough-Wade	Meredith College	Other		Meredith gave me the best four years of my life-please don't take that away from current and future angels! We love our Wonderland and want it to stay that way!	3	Comment acknowledged.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1096	Hillsborough-Wade	Meredith College	Other		This is an extremely important interchange and I think the impact to the Meredith parking lot is negligible compared to the long term benefit to Raleigh and to the surrounding areas.	0	Comment acknowledged.
1128	Hillsborough-Wade	Meredith College	Other		Meredith is much more than a "piece of property" it is home to so many people.	7	Comment acknowledged.
1137	Hillsborough-Wade	Meredith College	Other		As a graduate of Meredith college I am opposed to the 440 plan intruding on the present and future growth of the institution.	1	Comment acknowledged.
1152	Hillsborough-Wade	Meredith College	Other		This is no solution. A growing institution of higher learning needs just that. ROOM TO GROW! I bet THEY wouldn't do this to NCSU, OR DUKE, OR UNC.	5	Comment acknowledged. NCDOT tries to minimize impacts as much as possible while meeting the project's purpose. Both Meredith College and NC State University are impacted by any of the Detailed Study Alternatives. See responses to Hillsborough-Wade Common Comments #1 and #6.
1156	Hillsborough-Wade	Meredith College	Other		As a Meredith College graduate and a citizen who uses the Beltline on a fairly regular basis, I am opposed to this change. Meredith College has been a wonderful asset to the community and should be impeded by this road construction.	2	Comment acknowledged.
1159	Hillsborough-Wade	Meredith College	Other		Geez, work WITH Meredith, it's your best opportunity to defeat this monster!!! #togetherwearestronger	5	Comment acknowledged.
1174	Hillsborough-Wade	Meredith College	Other		Opposed to this plan and how it effects Meredith College!	7	Comment acknowledged.
1178	Hillsborough-Wade	Meredith College	Other		Do not mess with Meredith !	2	Comment acknowledged.
1191	Hillsborough-Wade	Meredith College	Other		As a current resident of Meredith I whole heartedly oppose this.	2	Comment acknowledged.
1211	Hillsborough-Wade	Meredith College	Other		Short term solution with long term effects on Meredith College- not acceptable	1	Comment acknowledged.
1245	Hillsborough-Wade	Meredith College	Other		Meredith College is home to over 2000 students and staff and is an historical, iconic and beloved place. I oppose this project.	3	Comment acknowledged.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1279	Hillsborough-Wade	Meredith College	Other		This will prohibit the growth of Meredith College and thus take away from current and potential students.	1	Comment acknowledged.
1286	Hillsborough-Wade	Meredith College	Other		Leave the college alone, NC education has been in a decline already, don't push it down a slide	3	Comment acknowledged.
1291	Hillsborough-Wade	Meredith College	Other		As a Meredith College graduate, who works and uses I-40 to visit friends and family, the solution for better roads and expansion is not to impede a historic college's ability to grow and develop new students.	4	Comment acknowledged.
1320	Hillsborough-Wade	Meredith College	Other		The meredith college areas need to be left alone.	11	Comment acknowledged.
1331	Hillsborough-Wade	Meredith College	Other		While I think improvements should be made to the beltline, it should not come at the cost of the beautiful campus of Meredith College. I oppose this plan.	2	Comment acknowledged.
1332	Hillsborough-Wade	Meredith College	Other		While I do think improvements should be made to the beltline, it does not and should not come at the cost of the beautiful campus of Meredith College. I strongly oppose this plan.	3	Comment acknowledged.
1347	Hillsborough-Wade	Meredith College	Other		I have commuted this route for nearly two decades, and I am in full opposition to using Meredith's campus. This is a safe haven that has bigger meaning than any destination people feel they need to get to quicker.	2	Comment acknowledged.
1351	Hillsborough-Wade	Meredith College	Other		no	1	No response needed.
1359	Hillsborough-Wade	Meredith College	Other		Please protect Meredith.	1	Comment acknowledged.
1372	Hillsborough-Wade	Meredith College	Other		FYI There is also a substantial number of men who attend Meredith College as graduate students. They would be equally negatively affected by the impact of this construction.	3	Comment acknowledged.
1390	Hillsborough-Wade	Meredith College	Other		Meredith College has a beautiful campus and it would be horrible to impact that.	2	Comment acknowledged.
1394	Hillsborough-Wade	Meredith College	Other		This plan is devastating to Meredith College campus and should not be allowed.	1	Comment acknowledged.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1446	Hillsborough-Wade	Meredith College	Other		I support Meredith College's stand on this issue.	3	Comment acknowledged.
1482	Hillsborough-Wade	Meredith College	Other		Don't tear down my gosh darn school please???	0	Comment acknowledged. None of the structures on the main campus would be impacted.
1486	Hillsborough-Wade	Meredith College	Other		Leave the historic Meredith Campus alone!	4	Comment acknowledged.
1494	Hillsborough-Wade	Meredith College	Other		I am a 1962 graduate of Meredith College and am invested in the continuing success of this very special school.	3	Comment acknowledged.
1501	Hillsborough-Wade	Meredith College	Other		Meredith College land is priceless!!!!	6	Comment acknowledged.
1657	Hillsborough-Wade	Meredith College	Other		Please respect the history and importance of the Meredith Campus.	0	Comment acknowledged.
1671	Hillsborough-Wade	Meredith College	Other		I strongly disagree with sacrificing Meredith College's campus in any way.	4	Comment acknowledged.
1673	Hillsborough-Wade	Meredith College	Other		As a Meredith College grad I am opposed to this project.	2	Comment acknowledged.
1723	Hillsborough-Wade	Meredith College	Other		Meredith has continued to thrive and EXPAND when many private women's colleges have closed. She is a treasure to be treated as such. Great effort should be taken not to stunt her growth. Raleigh is very fortunate to have Meredith as a resident. Raleigh is more desirable because of Meredith's high reputation and quality citizenship.	1	Comment acknowledged.
1737	Hillsborough-Wade	Meredith College	Other		I do not support a plan that would affect Meredith College's campus.	0	Comment acknowledged.
1748	Hillsborough-Wade	Meredith College	Other		Agree! #saveMeredith	4	Comment acknowledged.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2350	Hillsborough-Wade	Meredith College	Other		I am a 78 year old graduate of Meredith College, class of 1960. Whoever came up with this idea apparently has no knowledge of North Carolina, Raleigh. Also apparently, they have no appreciation for the education of women. Meredith has a sterling nationwide reputation for the education of state and national leaders in every field. Why reduce the attractiveness and the value of an institution that has had such a profound impact on society at every level. Meredith is a landmark in a great southern city. Do the planners of this highway have no sense of civic pride? Get rid of the cars, not an august institution. Harriet Marquis, Ph.D., LCSW	0	Comment acknowledged.
2502	Hillsborough-Wade	Meredith College	Other		agree! save Meredith!!	2	Comment acknowledged.
885	Hillsborough-Wade	Meredith College	Parks and greenways	Planning	To widen 440 while detracting from Meredith's campus is a bad idea. You would also have to reroute the bike and walking trail that meanders through campus as well which would add to the cost of expansion. I hope the city looks for another way while encourage more ride sharing and other sustainable solutions for posterity.	0	See responses to Hillsborough-Wade Common Comments #6 and #12. The region's 2040 Metropolitan Transportation Plan includes plans for all modes of transportation for the next 25 years, including bicycles, pedestrians, and transit. This long range plan is prepared by the Capital Area Metropolitan Planning Organization (CAMPO).
964	Hillsborough-Wade	Meredith College	Parks and greenways		Can the green way on the campus of Meredith move to Faircloth street to reduce the impact to the college?	0	See response to Hillsborough-Wade Common Comment #12.
936	Hillsborough-Wade	Meredith College	Planning		I know that the plans have been underway for years, but I believe that we can be more creative, more resourceful than taking large land grabs from institutions on both sides of this portion of I-440. Meredith College has been and may continue to be squeezed from all sides--I-440 being the current portion. However, Wade Avenue expansion, Hillsborough Street expansion and nearly inevitable work to be done to relieve the long lines on Faircloth Street during rush hours or NCSU ball games or the NCSU Fair--all impact the historic campus, which has been located here since 1925-26. I attended Meredith and have worked here for many years. Originally a rural location, its site has long been a beautiful part of Raleigh. The work as planned threatens the idyllic nature of the campus and the ability of the College to grow--in fact, would make impossible the placement of Phase II of The Oaks Apartments when needed. Instruction in golf and athletic rentals of the practice field would all be impeded. And the safety of students, faculty, and staff could be in jeopardy during construction and when opened, by increased speed of passing vehicles. Please--let's look for 22nd century solutions instead of looking at our land as early settlers did the open prairie.	0	See responses to Hillsborough-Wade Common Comments #6, #7, and #11. The Capital Area Metropolitan 2040 Metropolitan Transportation Plan does not include plans through 2040 for widening Hillsborough St, Faircloth St, or Wade Ave adjacent to the Meredith College campus.
1444	Hillsborough-Wade	Meredith College	Planning		It will impact the Meredith College campus. Can the I-540 be completed instead of expanding the I-440?	1	Both the I-440 improvement project and the extension of I-540 are included in the Statewide Transportation Improvement Program. Each serves a difference purpose and addresses different needs. The purpose and need of the I-440 project is described in Chapter 1 of the Environmental Assessment.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1317	Hillsborough-Wade	Meredith College	President Allen's Statement	Right of way	<p>To whom it may concern:</p> <p>I am a proud graduate of Meredith College, Class of 1971. I will never forget the experience of higher learning on the beautiful and historic campus and in the Raleigh community. Meredith graduates have gone on to hold countless meaningful positions in the communities of North Carolina and beyond. Now I find that the campus is in danger of losing significant acreage in addition to the loss of safety, privacy, and future growth to the expansion of I-440.</p> <p>"Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus.</p> <p>Dr. Jo Allen, President, Meredith College, Class of 1980</p> <p>The Problems with NCDOT's Plans</p> <ul style="list-style-type: none"> <li>— All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.</li> <li>— Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.</li> <li>— NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.</li> <li>— Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district.</li> <li>— NCDOT's plans fail to address the impacts to the college and her students by the highway, its concomitant expressways, ramps, berms, bridges, flyovers and the negative effects of the proposed 100-foot tall lighting masts and 45-foot tall light poles along the entire western side of our campus.</li> <li>— NCDOT's three plans also harm other area organizations to an unacceptable degree.</li> </ul> <p>What Next?</p>	2	Please see responses to President Allen's Public Hearing comments in the Transcript section of responses, under Speaker T-003. Also, see responses to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1423	Hillsborough-Wade	Meredith College	President Allen's Statement		<p>All three of NCDOT's plans for widening I-440 between Hillsborough St. and Wade Ave. could wipe out a significant portion of the western side of Meredith's historic campus.</p> <p>— Any of NCDOT's three plans for widening I-440 between Hillsborough St. and Wade Ave. would ultimately result in a cumulative loss in transportation-related projects of approximately one-fifth of the college's footprint since our establishment here in 1925.</p> <p>— NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.</p> <p>— Under all of NCDOT's three plans, construction and its inevitable noise, fumes and debris as well as the completed interstate footprint would permanently disrupt the campus experience, and negatively affect the college's National Register eligible historic district. Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus.</p> <p>- Dr. Jo Allen, President, Meredith College, Class of 1980</p>	1	See responses to Hillsborough-Wade Common Comments #6 through #9, #11, and #12. NCDOT looks forward to continued collaboration with Meredith College to explore ways to further reduce impacts through final design and construction.
1082	Hillsborough-Wade	Meredith College	Public involvement		Please consider working with Meredith College.	21	NCDOT has been working with Meredith College throughout the project development process, as described in Chapter 4 of the Environmental Assessment. NCDOT will continue to coordinate with Meredith College through final design and construction to address concerns.
1468	Hillsborough-Wade	Meredith College	Public involvement		Please work with Meredith College! The campus must be protected.	12	NCDOT has been working with Meredith College throughout the project development process, as described in Chapter 4 of the Environmental Assessment. NCDOT will continue to coordinate with Meredith College through final design and construction to address concerns.
1068	Hillsborough-Wade	Meredith College	Public transit		I graduated from Meredith in 1960 and have lived in Los Angeles since 1968. BELIEVE me, widening and building new highways is not the answer to traffic increases. IT is short-sighted bandaaid therapy. I have lived through this since 1968' and know that "if you build a road, they will come." MEanwhile homes have confiscated and irreplaceable green space has been lost. After 70 plus years and billions of dollars, Los Angeles is waking up to the idea that an efficient metro system is the better way to go. Please don't destroy open space, Meredith property included, thinking that more and bigger highways will be a long term solution. IN some parts off LA, we are gridlocked in 12 lanes of traffic. NC deserves better than this as it's such a beautiful state and will continue to attract more and more people, so please plan for their future with a good railway system.	2	See response to Hillsborough-Wade Common Comment #13.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1573	Hillsborough-Wade	Meredith College	Public transit		It would be more efficient to invest in a better system of transportation, rather than a bigger road. I'd hate for the city to waste funds on a street that will just get crowded again in a few years. Raleigh is an innovative and progressive city, and there are thousands of engineering students in Universities across the area that are willing to find work. I'm sure there is a better transportation method that can be built instead, such as a sky tram or a TEB.	6	See response to Hillsborough-Wade Common Comment #13.
1599	Hillsborough-Wade	Meredith College	Public transit		Your plan would turn Meredith's campus into the horror on two sides of it. That would be unforgivable. DOT once planned a super highway thru the center of Raleigh. A more intelligent decision was made then. One day, hopefully soon, there will be public transportation in Raleigh/Cary/Wake Forest and the need for more and more lanes will be diminished. DOT can think smart!	0	See response to Hillsborough-Wade Common Comment #13.
367	Hillsborough-Wade	Meredith College	Right of way		I live in southern California and can tell you firsthand how traffic projects such as the proposed DOT changes can ruin the landscape and the community. I am a Meredith College alumnae and I cannot believe that the DOT's only solution to this issue is to butcher one of the most beautiful places in the City of Oaks. Please do not discount my words simply because I was educated at one of the fine institutions you propose to ruin. There is precious little space for students already - please do not destroy even a corner of those historic and beautiful grounds.	1	See response to Hillsborough-Wade Common Comment #6.
369	Hillsborough-Wade	Meredith College	Right of way		Unacceptable, considering all 3 plans negatively impact Meredith College and area organizations. Meredith College is a historic, all-women college that is already restricted in how they can expand and whose beautiful landscape should be protected and preserved, not taken and destroyed in the name of highway expansion.	1	See response to Hillsborough-Wade Common Comment #6.
376	Hillsborough-Wade	Meredith College	Right of way	Construction	I honestly don't see why the road(s) in this area need to be changed. I've never run into any problems or excessive traffic here &/or when coming off the Fwy onto Hillsborough. Please would you also consider these points and how they would affect Meredith alone: *Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. *The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. *Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. *NCDOT's three plans also harm other area organizations to an unacceptable degree. Thank you for your consideration of my concerns. Respectfully, Sharon Nixon-Escochea	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
735	Hillsborough-Wade	Meredith College	Right of way	Construction	As a NC taxpayer, and a supporter of Meredith College, I object to these proposals. The impact on Meredith College would be disastrous. A historic women's college, Meredith's ability to expand would be eliminated as a result of these changes, not to mention the adverse impact this construction would have on the quality of campus life. Please develop alternative plans.	2	See responses to Hillsborough-Wade Common Comments #6 and #11.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
736	Hillsborough-Wade	Meredith College	Right of way		The Meredith College community, myself included, understand the need for improvements on this section of the beltline. This plan, however, places a large burden of the development on an institution that has served the city and state well over the years. Please reconsider the plan in a way that lessens the impact on the college that many successful women call their Alma Matter.	4	See response to Hillsborough-Wade Common Comment #6.
737	Hillsborough-Wade	Meredith College	Right of way	Construction	As a Meredith alumna, it is heartbreaking to read all of these proposals, for each one will negatively and permanently impact Meredith's campus, which has already been affected by city and state projects. If this project proceeds with one of the proposed designs, almost 20 percent of the College's campus will be lost, with even more of it negatively impacted. The widening project will significantly and permanently impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. Please go back to the drawing board.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
753	Hillsborough-Wade	Meredith College	Right of way	Historic resources	The changes being considered between Hillsborough and Wade Avenues will negatively impact Meredith College in several important ways. The noise, air quality, visual impact, reduction of greenspace, and elimination of possible building sites for future expansion, are significant. Meredith College is a historic campus that has long been a gem in the Raleigh area. Key in this is the greenspace of the campus and the aesthetically, creatively, and intellectually stimulating environment it provides to the students and faculty it serves. The College is an economic, cultural, and educational anchor for our city. And, finally, the College's own masterplan and state-recognized Designed Historic Landscape will be dramatically impacted. Of the three proposals, the one that will be least detrimental to the campus is Plan C - Slight Detour. Thank you.	2	See responses to Hillsborough-Wade Common Comments #6 and #9.
754	Hillsborough-Wade	Meredith College	Right of way	Public transit	There has to be a better way to accomplish this. First of all, leave Meredith College alone; they are an important piece of the educational system in our city. Take as much as you need from NCSU's Faculty club. Its a club not an important facility to the University or the community. NCSU can certainly find someplace else, maybe outside of town off Lake Wheeler Road where the extension farms are to rebuild if they feel the expenditure is warranted. Impacting a private historic college that is successful, contributes to the community and educates women is not the solution. Taking parking and valuable land would adversely impact the growth possibilities for Meredith. One more reason to work on a light rail system for Raleigh and surrounding areas. If you ran a light rail from downtown out to RTP lots of this traffic would not be necessary. Think creatively and look long range for the City of Raleigh.	1	See responses to Hillsborough-Wade Common Comments #6 and #13.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
755	Hillsborough-Wade	Meredith College	Right of way	Lighting	<p>Please go back to the drawing board as this plan fails to address the impacts to Meredith College and her students from the highway, its concomitant expressways, ramps, berms, bridges and flyovers. It does not even mention the effects of the proposed 100-foot tall lighting masts along the entire western side of our campus.</p> <p>The report fails to speak to the visual impacts of highway infrastructure and flyover bridges that will loom four to five stories over the campus. The plan will significantly compromise our ability to continue growing in a manner consistent with the college's 126-year mission and campus master plan "a state-recognized Designed Historic Landscape" that we have followed for over 50 years.</p> <p>We will lose the very best sites for future classroom buildings, residence halls, and athletic facilities, as well as impact current offerings for high quality instruction, research, residential living, and commuter service.</p>	1	See responses to Hillsborough-Wade Common Comments #6, #8, #9, and #14.
761	Hillsborough-Wade	Meredith College	Right of way		Too much land taken from Meredith. Need a different option.	1	See response to Hillsborough-Wade Common Comment #6.
764	Hillsborough-Wade	Meredith College	Right of way	Design	Takes too much land from Meredith College. How about some tunnels? :) I also worry about noise and how it will affect current and future students. Could have long-term negative effects on college enrollment.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #11. Constructing a tunnel or putting the I-440 mainlines in a trench would require closing I-440 for an extended period of time (many months). Maintaining traffic flow on I-440 during construction is important because I-400 is a vital part of the region's transportation network.
765	Hillsborough-Wade	Meredith College	Right of way		Meredith has ceded land to 440 before; it is difficult to justify asking the college to again cede land for transportation.	1	See response to Hillsborough-Wade Common Comment #6.
779	Hillsborough-Wade	Meredith College	Right of way		As a Meredith College graduate, I understand the need to make changes on the Beltline but the solution is not to take property from a place of higher education. Meredith College needs the room for those who attend the college and choose to live off campus or those who work for the college. The college would not be able to expand and continue to offer its amazing education if land is taken away.	4	See response to Hillsborough-Wade Common Comment #6.
812	Hillsborough-Wade	Meredith College	Right of way	Noise	The proposal to take nearly 17 acres from Meredith College will grievously harm the quality of life on the campus, which the state has recognized as a Designated Historic Landscape. The land in question is the most important section of the campus for future building and facilities, so this plan grievously damages long-planned prospects for growth and expansion. In addition, a major element of the Meredith experience is the beauty and quiet of a campus that allows students to live and work in a calm and aesthetically pleasing environment. Thus the plan deals Meredith a double blow: the material impact of losing land for future development AND the recruiting impact of replacing a signature feature of the campus "its well-recognized historic and aesthetic appeal" with the noise and disruption of a major urban interchange.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
813	Hillsborough-Wade	Meredith College	Right of way		As a Raleigh native, Meredith College graduate, and current Raleigh citizen I have frequently used this corridor for over 20 years. It is heavily used and an important roadway for getting into/around Raleigh. However, I am really concerned about the renovations to the road cutting into Meredith's campus. Like others have said, this would impede the future growth of the college.	2	See response to Hillsborough-Wade Common Comment #6.
815	Hillsborough-Wade	Meredith College	Right of way		Any of the options will destroy campus beauty and tranquility for which Meredith College is known. As a 1962 graduate of meredith, I would not want my children or grandchildren to attend a college whose campus will be so compromised.	1	See response to Hillsborough-Wade Common Comment #6.
818	Hillsborough-Wade	Meredith College	Right of way		Taking land from Meredith College, a landlocked institution should not be the solution.	1	See response to Hillsborough-Wade Common Comment #6.
820	Hillsborough-Wade	Meredith College	Right of way		I support the need for improvements on I-440, but as a Meredith College alumna and a citizen of Raleigh, any changes do this road should minimize the impact to Meredith's campus and should not impact Meredith's ability to continue to grow and expand.	3	See response to Hillsborough-Wade Common Comment #6.
823	Hillsborough-Wade	Meredith College	Right of way		It takes too much land from Meredith. It would ruin the beauty of our campus.	10	See response to Hillsborough-Wade Common Comment #6.
827	Hillsborough-Wade	Meredith College	Right of way		While attending Meredith College's 150th Celebration last year I met an alum whose father spearheaded the purchase of the land Meredith is now located! Thomas Meredith spent his entire life advocating for a women's college. He died before it came to fruition. Thank goodness others who came behind Mr. Meredith keep the dream alive. Land outside of Raleigh was purchased so Meredith could continue to grown and inspire young women from around the world. I am a proud to share my grandmother graduated from Meredith in 1907 and I graduated in 1979. Please don't take land from our beloved Meredith College.	1	See response to Hillsborough-Wade Common Comment #6.
828	Hillsborough-Wade	Meredith College	Right of way		All three options impact Meredith College. Meredith College should not have to be impacted by this.	1	See response to Hillsborough-Wade Common Comment #6.
829	Hillsborough-Wade	Meredith College	Right of way		There are no good options to avoid taking land from Meredith College. As a historic all-women's university, Meredith's campus should be valued instead of taking their land to use for highway. It would greatly hinder Meredith's plans for expansion in the future.	3	See response to Hillsborough-Wade Common Comment #6.
830	Hillsborough-Wade	Meredith College	Right of way		Meredith college is a very special place for many people and should not have to be the site of a new interstate.	4	See response to Hillsborough-Wade Common Comment #6.
833	Hillsborough-Wade	Meredith College	Right of way		Another way to do this needs to be explored. Taking away land from Meredith College should not be the wayb	2	See response to Hillsborough-Wade Common Comment #6.
834	Hillsborough-Wade	Meredith College	Right of way		It takes too much land from Meredith Campus.	80	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
835	Hillsborough-Wade	Meredith College	Right of way		This will take 17 acres of Meredith's property and destroy the campus ambience forever. This is an inappropriate amount /percentage of "taking" compared to the impact on other landowners. It will MURDER the college as we know it.	0	See response to Hillsborough-Wade Common Comment #6.
839	Hillsborough-Wade	Meredith College	Right of way		As a Meredith college student and employee I am distraught over the idea of our sacred campus being taken from us all for the Big Gov! While I understand the need for updates and improvements to the roads, I feel that taking up our land (to be used for future buildings) is unfair and unfustified.	4	See response to Hillsborough-Wade Common Comment #6.
841	Hillsborough-Wade	Meredith College	Right of way	Cost/funding	The Meredith College campus already needs MORE land not less. All three options create too much loss of land from the Campus! There has to be another way to do this allegedly necessary reconstruction without impacting a College Campus of any sort. The cost of this project is also very high, and what is the reason?	4	See response to Hillsborough-Wade Common Comment #6. The costs estimated for the project include construction, right of way acquisition, and utility relocation. Projects in urban areas tend to have higher costs due to the high costs of land and more utility relocation requirements.
844	Hillsborough-Wade	Meredith College	Right of way		Meredith College is incredibly important and land should not be taken from that beautiful campus.	0	See response to Hillsborough-Wade Common Comment #6.
853	Hillsborough-Wade	Meredith College	Right of way		As a graduate of Meredith college I am saddened by the impacts these proposed changes would have on the Historic campus. As it is, the campus has no room to expand. Taking away any part of the campus footprint would be detrimental not only to the students (Past, Current and future), but also the community.	0	See response to Hillsborough-Wade Common Comment #6.
856	Hillsborough-Wade	Meredith College	Right of way	Historic resources	The three proposed options negatively impact the western side of the Meredith College campus--nearly 20% of the campus will have been lost if this project goes forward with one of the proposed designs. Please consider how this project will negatively affect the college's National Register historic district eligibility, the campus experience, and the ability to expand buildings and outdoor learning spaces. NCDOT's three plans also harm other area organizations to an unacceptable degree. Please reevaluate how you move forward.	1	See responses to Hillsborough-Wade Common Comments #6 and #9.
858	Hillsborough-Wade	Meredith College	Right of way		This takes way too much land from Meredith College.	2	See response to Hillsborough-Wade Common Comment #6.
859	Hillsborough-Wade	Meredith College	Right of way		This takes way too much land from Meredith College.	4	See response to Hillsborough-Wade Common Comment #6.
862	Hillsborough-Wade	Meredith College	Right of way		As a Meredith College Alumnae, I am very concerned about the impact on the college campus. Attending a college that was spread out and offered opportunities for on campus living and expansion of physical structures to support growing fields were critical to my education and now my profession.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
867	Hillsborough-Wade	Meredith College	Right of way		<p>I am writing to support the Meredith College campus and to ask the NCDOT to find another solution to this project. Meredith was home to me for 4 wonderful years and I would like to see it continue to grow. The expansion of this project will impact the growth and development of this unique community severely. The best part of Meredith's campus is it's beautiful grounds. When you drive into Meredith and pass through the front gates, you feel a sense of peace and you are home. Before any decision is made, I would ask the NCDOT members involved in this project to take a ride through the campus and think about how the construction and final product of this plan will impact the tranquility of this community. I encourage you to think about your daughters, nieces, and friends. How will these plans change atmosphere that Meredith's campus portrays now?</p> <p>With the city of Raleigh continuing to expand, grow and develop in other areas, it would be nice to preserve a small piece of beauty, a small piece of heaven where all the best angels go.</p>	1	See response to Hillsborough-Wade Common Comment #6.
870	Hillsborough-Wade	Meredith College	Right of way		All of these options will impact Meredith College disproportionately. I would not be in favor of any of them.	1	See response to Hillsborough-Wade Common Comment #6.
872	Hillsborough-Wade	Meredith College	Right of way		Please consider Meredith College and other property in making this change. Meredith has no where else to move and shouldn't be damaged!	4	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
875	Hillsborough-Wade	Meredith College	Right of way	Noise	<p>All 3 options impact Meredith College that is not readily seen. Step into the shoes of a student contemplating attending the school, or imagine yourself as a parent sending off your daughter to a school in which construction sits outside her window. Noise levels will be elevated, hazardous fumes and miscellaneous objects strewn across the way, and unbearably bright lights shining at night. Classes will be disrupted, studying will be increasingly difficult, sleeping will be disturbed, and student's cars potentially damaged from nails left over from construction.</p> <p>From this prospective, my daughter would be unable to gain the education she deserves. I would be unwilling to send my daughter to a campus impacted so greatly by the project, and I am sure several parents/guardians would agree. The project is extensive - lasting 3 to 5 years. Which means it could greatly impact enrollment numbers for the school thus damaging the college's main source of income to support the students. Not only would you take the land away from a school that has no other land left to expand upon, but you will also potentially be damaging the financial well-being of the school.</p> <p>I would be discouraged to see Meredith, 2 to 3 years within the project, have to downsize its numbers of employed persons because enrollment numbers are down. Or, once the project is complete and facing an extremity, shut down the school. The school must maintain a certain level of incoming students, and retention numbers, to thrive. The campaign "going strong" has been their biggest asset, and has grown the school over the last 4 years. I would hate to see their efforts damaged by this project when they have all worked so hard to show Raleigh the significance of an all-woman's college education.</p> <p>This campus is an historic landmark of Raleigh. It was a part of a growing city that is now booming, and continues to grow as a well-known place to live and work in North Carolina. I understand the significance of this project to decongest traffic and create opportunity for people to navigate Raleigh more easily. We all sense the need for something that is well-needed. We all drive in it!</p> <p>However, we ask you to reconsider, and go back to the drawing board. We know doing this will delay the project, and add unforeseen costs, but wouldn't you rather be the protagonist who shows mercy to a respected institution rather than the antagonist who threatens it's well-being? More than just students are affected by this. This includes all 500+ employees who earn a living, and boost's Raleigh economic status, parents and guardians of students, alumna and friends, companies who seek out our students for interning opportunities. We can't afford to lose our best students because of this project. It affects us, and the companies/organization who want our students.</p> <p>We appreciate your efforts! They do not go unnoticed, and we are thankful for everything that</p>	2	See responses to Hillsborough-Wade Common Comments #6 through #9 and #11 through #13. Construction of the entire project is anticipated to take 4-5 years, with activities adjacent to Meredith College lasting for only a portion of that time.
876	Hillsborough-Wade	Meredith College	Right of way		All three options have far too great an impact on Meredith College. The State needs to seriously reevaluate the thought of taking property from a PRIVATE HISTORIC college, that is already landlocked without opportunity to grow beyond the current grounds.	1	See response to Hillsborough-Wade Common Comment #6.
878	Hillsborough-Wade	Meredith College	Right of way		Meredith College needs the land that would be taken for this plan. I strongly oppose. Meredith can not afford to lose 1/5 of its campus.	0	See response to Hillsborough-Wade Common Comment #6.
879	Hillsborough-Wade	Meredith College	Right of way		Meredith college needs the land for parking. Taking this land would not only ruin the campus but hinder parking for commuters.	0	See response to Hillsborough-Wade Common Comment #6.
880	Hillsborough-Wade	Meredith College	Right of way		It takes way to much land from Meredith College. Meredith college is already landlocked between business on Hillsborough street, with not much room to expand- so why make the college even smaller?	0	See response to Hillsborough-Wade Common Comment #6.

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881	Hillsborough-Wade	Meredith College	Right of way		Meredith College is a respected all-women's college in Raleigh. Being the only all-girls college in this local area, Meredith needs room to grow- not shrink!!	0	See response to Hillsborough-Wade Common Comment #6.
882	Hillsborough-Wade	Meredith College	Right of way		It takes way too much land from Meredith college! How sad!!	0	See response to Hillsborough-Wade Common Comment #6.
886	Hillsborough-Wade	Meredith College	Right of way		As a Meredith College student, and someone who uses this belt line almost every day, I oppose this change. The solution to the potholes and other issues on the beltline is not to expand, but to fix what's already there. Expanding onto Meredith's campus would impede the growth of the school and its students.	4	See response to Hillsborough-Wade Common Comment #6.
887	Hillsborough-Wade	Meredith College	Right of way	Public transit	Taking land from a College that's main purpose is to educate and create strong women who inevitably give back to their community is quite disappointing. Urban sprawl is a problem and the highways are rather congested. However, the same time and energy that goes into creating expansion plans that have detrimental effects on Meredith College could advertently be used in creating stronger carpooling and alternate modes of travel campaigns. Taking land from Meredith is taking future opportunities from both the College and the thousands of future students who will join our alumnae and call this place home. Taking land from Meredith College is taking an important portion of Raleigh's history and deeming it unimportant and unworthy of standing the tests of time. Expanding the highway may be a fix for now, but as this beautiful city thrives and grows we will be right back here having this problem all over again in the years to come. Then what will you propose taking, Johnson Hall too?	4	See responses to Hillsborough-Wade Common Comments #6, and #13.
888	Hillsborough-Wade	Meredith College	Right of way		Meredith College is my home... and every last bit of it holds a very special place in my heart. This project should not interfere with Meredith's campus	19	See response to Hillsborough-Wade Common Comment #6.
891	Hillsborough-Wade	Meredith College	Right of way		The impact on Meredith College is severe. In all 3 plans, 440 would basically be part of the Meredith campus. These plans will significantly change the look and feel of the campus. Further changes would be needed to the remaining land to accommodate the displaced commuter parking. <i>The cost to Meredith college will be far more than acreage</i>	1	See response to Hillsborough-Wade Common Comment #6.
892	Hillsborough-Wade	Meredith College	Right of way		The impact on Meredith College is going to have a HARSH impact the future of the college, and ALL of the students who call this place home.	1	See response to Hillsborough-Wade Common Comment #6.
894	Hillsborough-Wade	Meredith College	Right of way		As a student of Meredith College and a user of the beltline, I oppose this expansion in it's current form. I believe that taking land from Meredith would impede growth and would negatively impact the living and learning experience for Meredith students and staff.	9	See response to Hillsborough-Wade Common Comment #6.
895	Hillsborough-Wade	Meredith College	Right of way	Historic resources	I don't agree with taking the land from Meredith College . It's wrong and it's an historic landmark	4	See responses to Hillsborough-Wade Common Comments #6 and #9.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
896	Hillsborough-Wade	Meredith College	Right of way	Construction	My name is Jean Rick and I work for Meredith College. I wish to state my strong opposition to the three plans put forward for the Hillsborough Wade interchange. I do realize that the beltline needs to be widened to accommodate the increased traffic in Raleigh. However, ALL the proposed plans adversely and disproportionately affect Meredith's campus. I am concerned with the short term and long term effects of such a project. A work schedule that goes on 24 hours a day will prevent students from sleeping in their dorm rooms, I have experienced this when I lived through the Kenan renovation at UNC-Chapel Hill while I was living in the graduate dorms. It seems to me that the addition of multiple lanes and the lighting masts that are part of the projects would fundamentally and permanently change the nature of campus to that of an urban destination. This is important since most of our students come here to experience an attractive campus separated from the urban landscape that surrounds it. This separation allows us to control outsiders access to campus and ensure student safety. Students want to live here as well as study here. They do not want the traffic noise of a major highway next to their classroom and/or dorm room window. Nor do their parents want a campus with the crime rate associated with unfettered access from foot traffic on Hillsborough Street. Please reconsider your plans and come back with a proposition that preserves the basic character of the college and does not cripple the college's ability to grow and expand as needed in the future.	2	See responses to Hillsborough-Wade Common Comments #6, #7, and #8. Also, pedestrian access to Meredith College from Hillsborough St would not be modified with this project.
897	Hillsborough-Wade	Meredith College	Right of way	Historic resources	Our growing population at Meredith College would not be helped by doing this expansion. Our grounds are over 100 years old, it should be protected, and considered historic. We have history in our grounds and don't want it to be destroyed. This school is my home and being here is comforting. I don't want my home destroyed or taken away from me. This expansion does not need to happen. This plan would be taking away WAY TOO MUCH LAND FROM MEREDITH. Our forever growing rate will be harmed by this expansion.	0	See responses to Hillsborough-Wade Common Comments #6 and #9.
899	Hillsborough-Wade	Meredith College	Right of way	Construction	Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.
901	Hillsborough-Wade	Meredith College	Right of way	Construction	All three options will significantly and negatively impact Meredith College. The construction will disturb the everyday events at Meredith, and a lot of land will be taken away from the community that is not only used by Meredith, but other citizens of the Triangle.	1	See responses to Hillsborough-Wade Common Comments #6 and #11.
902	Hillsborough-Wade	Meredith College	Right of way		I use this road almost every single day, as I am a Meredith College student and have family who live south of Cary. Because I travel this road almost every day, I understand the need to make improvements, but hurting Meredith College in the process is not the solution. So many valuable members of our community come from Meredith College, and if you take away part of our school you are not only hurting us, but everyone else in the triangle.	4	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
904	Hillsborough-Wade	Meredith College	Right of way	Parks and greenways	As a Meredith College student, I believe that the current plan would too greatly affect the campus. It would disrupt the quality and charm of the campus and hinder the education of the students by creating more noise and traffic around the campus as well as increasing the potential threat to our safety. The campus is already landlocked and this project would further hinder Meredith's growth. It would also impede the greenway running through the campus. Please rethink this plan and save the historic campus of Meredith College.	0	See responses to Hillsborough-Wade Common Comments #6, #7, #11, and #12.
907	Hillsborough-Wade	Meredith College	Right of way		This would negatively impact Meredith College. As the school grows it would be detrimental to the campus for 17 acres to be taken.	1	See response to Hillsborough-Wade Common Comment #6.
908	Hillsborough-Wade	Meredith College	Right of way		Please don't take away any opportunity for growth of Meredith College in order to slightly improve a traffic situation that is ultimately not going to change much anyway. Our education should not be sacrificed to improve rush hour!!	0	See response to Hillsborough-Wade Common Comment #6.
913	Hillsborough-Wade	Meredith College	Right of way		This plan is not smart and will completely destroy the Meredith College Campus. The entire vibe of the school is peaceful and centers around the community. The plan takes too much of Meredith's Campus and turns it into something that will not only not attract new students, but also ruin the experience of the current ones.	0	See response to Hillsborough-Wade Common Comment #6.
914	Hillsborough-Wade	Meredith College	Right of way		Any changes that affect Meredith College must not be done. We are putting our priorities on expansion and business in Raleigh, very important things, but after expansions have been made and historic, natural cuts have been made to our beloved nook in Raleigh there will be a sense of regret and yet another need to expand. Meredith College affiliates will not let this happen.	1	See response to Hillsborough-Wade Common Comment #6.
916	Hillsborough-Wade	Meredith College	Right of way		Meredith College has stood here for so many years, the city has grown around this campus. It is home to so many students, faculty, and alumni. Meredith is already a smaller campus for which 2,000 students attend each year. Taking away this land could devastate so many Meredith women and should be seriously reconsidered.	1	See response to Hillsborough-Wade Common Comment #6.
917	Hillsborough-Wade	Meredith College	Right of way		This takes a shocking amount of land from the historic Meredith campus. It would be a huge detriment to the education of these students. If we do not prioritize higher education in our city, then the effects would be tragic.	0	See response to Hillsborough-Wade Common Comment #6.
920	Hillsborough-Wade	Meredith College	Right of way		All three of these options take WAY too much from Meredith. If you're taking 17 acres of private property to improve one exit, you're doing it wrong. Meredith has been a North Carolina and Raleigh institution for over 100 years, and you can't find a way to get around our small campus for your highway? I'd be fine if you were just taking wooded area and the golf course, but you're taking away parking lots, drastically reducing the number of girls Meredith will be able to take. We're already congested enough, parking wise, and that area of the highway isn't even that congested. Trust me, I know, I'm from the Washington DC area, where there's actual congestion. You're just causing problems for very little reason.	1	See response to Hillsborough-Wade Common Comment #6.



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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
921	Hillsborough-Wade	Meredith College	Right of way		One word - No. I am not only a student, I am a part of a large sisterhood that has grown here for years, and will continue for years to come. This campus is notorious for its beauty and this highway will destroy a part of that. Meredith College is a place where us Angels come to learn, grow, and explore our future endeavors not hear the hustle and bustle of Raleigh outside of our windows. While I love Raleigh and would love to see Hillsborough expand, this project will destroy a history that friends and family from years before have experienced and now myself - I strongly oppose this expansion plan.	2	See response to Hillsborough-Wade Common Comment #6.
927	Hillsborough-Wade	Meredith College	Right of way		A proposed highway threatens to reduce a college campus by 1/5 of its size. It's not fair for students and graduates to lose their beloved campus by someone else's decision.	1	See response to Hillsborough-Wade Common Comment #6.
928	Hillsborough-Wade	Meredith College	Right of way		As a Meredith College student, I urge the DOT to go back to the drawing board and rethink taking away 1/5 of our, already small, campus. The problem with our highway system is our on ramps. The one on Western BLVD is where you merge into a left lane with a speed limit of 65 mph. That is not safe. None of these options are viable and will have a negative impact on our campus life. There will always be traffic because Raleigh is a city and is our state's capitol. An abundance of traffic is going to happen no matter how much of our campus you take away	1	See response to Hillsborough-Wade Common Comment #6.
930	Hillsborough-Wade	Meredith College	Right of way		NCDOT's plans would cripple Meredith's ability to grow -- which would put any organization in a difficult position, let alone a landlocked college that plays so many vital roles in our community.	1	See response to Hillsborough-Wade Common Comment #6.
934	Hillsborough-Wade	Meredith College	Right of way	Parks and greenways	The impact these plans will have on the college and its students, faculty, staff and alums is untenable. Not to mention the entire community's enjoyment of Reedy Creek Trail that winds through the campus. (See <a href="http://raleighparks.org/2011/07/01/reedy-creek-trail-meredith-college-to-440-pedestrian-bridge/">http://raleighparks.org/2011/07/01/reedy-creek-trail-meredith-college-to-440-pedestrian-bridge/</a> ) Meredith's campus is a Raleigh treasure that should not be scarred.	1	See responses to Hillsborough-Wade Common Comments #6 and #12.
940	Hillsborough-Wade	Meredith College	Right of way	Construction	All options have a significant likelihood of impacting the economic (quantitative) bottom line at Meredith. Decreasing, and in some cases, shutting down access to Hillsborough will create difficulty for prospective students and their families to get to Meredith and surrounding businesses. Ultimately, access, construction noise and visuals will impact new student enrollment. Additionally, construction noise and construction lights on at night will impact our current student's and their satisfaction with their living accommodations in the Oaks apartments. When students are dissatisfied, they consider other options for their education and their dissatisfaction spreads to others. The bottom line - any of the three options will have a long term impact (up to eight years) on Meredith's ability to accomplish her mission - we are committed to professional preparation, to educate and inspire students to live with integrity and provide leadership for the needs, opportunities and challenges of society...the local community in which we all live. Please rethink this whole exchange.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
944	Hillsborough-Wade	Meredith College	Right of way		All of the proposed alternatives would negatively impact Meredith College. The west side of our campus, where additional right-of-way encroachment by the State and possibly the City of Raleigh (greenway) is the most desirable area for future development of the College. From a long-term perspective, the seizing of additional right-of-way land would also affect not only the specific land area taken by those governmental entities but would also have a detrimental effect on the entire campus because of the holistic nature of a smaller College campus in contrast to the characteristics of a sprawling, large university campus.	1	See response to Hillsborough-Wade Common Comment #6.
947	Hillsborough-Wade	Meredith College	Right of way		We are already a very tiny campus. Please don't take away the little land we claim.	0	See response to Hillsborough-Wade Common Comment #6.
949	Hillsborough-Wade	Meredith College	Right of way	Planning	This will impact the safety of the women who attend and live on Meredith's Campus...not to mention the fact that there are preliminary plans to open a school of Hospitality Management with a functioning Hotel and Conference Center right where this is being proposed. DOT would really need to consider relocating the school to another site. The construction noise and pollution will inhibit students' ability to effectively engage and will rob them of their ability to succeed causing irrefutable damage. Enrollment will drop, faculty will leave, and this could literally be the death blow to one of the few all women institutions of higher learning left in this country. The committee overseeing this needs to recognize the dire impact and either scrap these plans or present a complementary proposal to relocate the entire college.	1	See responses to the Hillsborough-Wade common comments #6 through #8, #11 and #12. NCDOT has coordinated closely with Meredith College administrators throughout the project development process and they have not made NCDOT aware of any specific upcoming plans for property adjacent to I-440.
951	Hillsborough-Wade	Meredith College	Right of way		"Meredith College appreciates the need to improve I-440's traffic flow. But plans put forth by NC Department of Transportation are not reasonable as they could wipe out a significant portion of the western side of Meredith's campus. Meredith's students, faculty, staff and supporters call upon the NC Department of Transportation to come up with more equitable plans that pose fewer impacts on this historic campus." -Dr. Jo Allen, President, Meredith College, Class of 1980	3	See response to Hillsborough-Wade Common Comment #6.
955	Hillsborough-Wade	Meredith College	Right of way		The study of the environmental assessment is inadequate in seriously considering a number of impacts on Meredith College. The well-being of Meredith College will be permanently affected by the increased noise, traffic, fumes, etc. that the building and completion of the expanded lanes will create. The potential for future building at Meredith will be seriously affected as land is taken for this project. Please start over. You can surely devise a plan that doesn't negatively impact such a beautiful, historical Raleigh college.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
960	Hillsborough-Wade	Meredith College	Right of way		Please think about ways to minimize the impact on Meredith College. We would really like to thrive as a College and this construction could impact us greatly as we move forward. We really do not want to lose as much land as is proposed - so please weigh in all possibilities to minimize the amount of land used. Also, I know you will work with us to think about how to add landscaping and other ways to minimize the impact. If you have additional ideas that can be considered that would not allow for a fly over, please go back to the drawing board and find another way. Thank you!	1	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
963	Hillsborough-Wade	Meredith College	Right of way	Lighting	I think all of these options have too great an impact on Meredith College. I request that you go back and reconsider a new plan. The impact on campus will be huge - environmentally it is incredibly intrusive, particularly the lighting, and it will disrupt the students' living and learning. In addition, it impacts the college's ability to grow and expand.	1	See responses to Hillsborough-Wade Common Comments #6, #8, and #11.
965	Hillsborough-Wade	Meredith College	Right of way	Noise	Meredith College's large, beautiful campus is one of its strengths that our students, parents, faculty, and staff comment upon over and over again and TREASURE. To take land from Meredith College for beltline expansion would gravely impact future growth and negatively impact the campus environment. Taking land from Meredith will affect student life and learning in negative ways - no one wants to come to Meredith to see traffic masses outside our buildings or hear increased noise literally at our back doors. This idea is wrong for Meredith College and its future. Expand elsewhere - NOT on a private historic women's college's beautiful campus!	4	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
967	Hillsborough-Wade	Meredith College	Right of way	Natural resources	We need to minimize the loss of private property owned and utilized by Meredith College. Meredith is a growing historical women's college rated in the top 5 women's colleges in the country. All three plans will cause loss of Meredith property. All three plans will have an effect on the campus community including: (1) restriction of further college growth, (2) increase of noise and air pollution on campus, and (3) loss of natural habitat used for recreation (greenway), education, and research (forest is part of a national forest research network database investigating carbon accumulation in urban forests).	3	See responses to Hillsborough-Wade Common Comments #6 and #7, and response to Comment #966 in this section.
968	Hillsborough-Wade	Meredith College	Right of way		All options listed have too great of an impact on Meredith College as well as the University Club. Especially for Meredith, this will severely and negatively impact opportunities for the college to continue its growth. Many of the campus facilities (residence halls, lecture buildings, etc.) need revitalization or the ability to build and grow as their programs take on greater opportunities. Taking away the land from an already landlocked campus would stifle any effort to grow and expand.	1	See response to Hillsborough-Wade Common Comment #6.
969	Hillsborough-Wade	Meredith College	Right of way		All three plans would permanently damage Meredith College, a historic, landlocked institution that plays a vital role in the Raleigh community. Losing 1/5 of the college's land will hurt the College's ability to attract students to an institution that has been providing a quality education to young women of NC and beyond in this location since 1925.	1	See response to Hillsborough-Wade Common Comment #6.
971	Hillsborough-Wade	Meredith College	Right of way		In my opinion as a Meredith College student, the college is getting bigger and is slowly accepting more students than the previous years. Soon there might be the need to expand and if most of the land is gone, that would be a struggle.	0	See response to Hillsborough-Wade Common Comment #6.
972	Hillsborough-Wade	Meredith College	Right of way	Historic resources	Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #9, and #11.

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973	Hillsborough-Wade	Meredith College	Right of way		The Meredith College campus should be protected as much as possible. It is a landmark institution in Raleigh and deserves preference when considering potential routes. While Plan c would have the least amount of impact, it would still limit the ability of Meredith to grow, and would harm the natural beauty of the campus.	1	See response to Hillsborough-Wade Common Comment #6.
974	Hillsborough-Wade	Meredith College	Right of way		I feel this needs to be give more thought. With Meredith College being a historical "women's college", Raleigh and the surrounding communities benefit from it's existence, with the interest of attending such a prestigious college. Taking away 1/5th of Meredith's property, to include part of the parking lot of a newly constructed apartment complex on campus, not only affects the day-to-day operations of the college, but the quality of life for the students, due to more limited space for parking, exercising, etc.	1	See response to Hillsborough-Wade Common Comment #6.
976	Hillsborough-Wade	Meredith College	Right of way	Construction	As a current student I beg that you all rethink these options, because they have a great impact on Meredith. This could affect our safety, our ability to study ( through the construction ruckus), and the place we call home. Please go back to the drawing board and try not to take any of Meredith's land.	1	See responses to Hillsborough-Wade Common Comments #6 and #11.
981	Hillsborough-Wade	Meredith College	Right of way		Least impactful to Meredith College	1	See response to Hillsborough-Wade Common Comment #6.
983	Hillsborough-Wade	Meredith College	Right of way	Noise	The expansion would negatively impact the Meredith College campus by increasing traffic noise and fumes while decreasing the amount of land for potential expansion in the future. I do not agree with the expansion and would like the NCDOT to look for alternate ways to address the 440 expansion issue.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
988	Hillsborough-Wade	Meredith College	Right of way	Noise	After studying the proposed changes I think the study of the environmental assessment is inadequate in seriously considering a number of impacts on Meredith College. The College's well-being will be permanently affected by the increased noise, traffic, fumes, etc. that the building and completion of the expanded lanes will create. Finally, the potential for future building will be seriously affected as land is taken for this project. I implore the NCDOT to reconsider and try and find alternatives to this solution.	1	See responses to Hillsborough-Wade Common Comments #6 and #7. All the impacts of the Detailed Study Alternatives to the human and natural environments are discussed in Chapter 3 of the Environmental Assessment. NCDOT will continue to try to minimize impacts through final design.
991	Hillsborough-Wade	Meredith College	Right of way		No institution or land owner should have to lose 1/5 of it's land to road improvements. Meredith realizes that it will need to sacrifice some land to the Beltline expansion. But 1/5 is just too much. Meredith has a limited amount of land and losing this much would limit the grow and vitality of the institution.	0	See response to Hillsborough-Wade Common Comment #6.
992	Hillsborough-Wade	Meredith College	Right of way		Please leave Meredith College as intact as possible. Meredith has a smaller footprint than most of the other insitution affected and therefore, losing land will have a bigger impact on it. The school is hemmed in on all sides and losing land will impact the growth and vitality of the institution.	2	See response to Hillsborough-Wade Common Comment #6.
993	Hillsborough-Wade	Meredith College	Right of way		Meredith College shouldn't lose a significant amount of land for this widening. Doing so will limit the future growth of the college. One-fifth of any property is too much to take.	4	See response to Hillsborough-Wade Common Comment #6.
994	Hillsborough-Wade	Meredith College	Right of way		This is an unfortunate development. The campus of Meredith should not be touched to benefit a few impatient drivers. This will cause 4-5 years of suffering to those of us that live in the area and will only benefit people who chose to live in an area that requires travel in that direction.	9	See response to Hillsborough-Wade Common Comment #6.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1000	Hillsborough-Wade	Meredith College	Right of way	Noise	NC State has the land to spare. Meredith Campus shouldn't have to take a hit. The light and noise could cause problems with those living in student apartments. It could also cause unsafe environment during construction. Don't kick the little guys.	4	See responses to Hillsborough-Wade Common Comments #6, #7, #8, and #11.
1007	Hillsborough-Wade	Meredith College	Right of way		<a href="http://www.wral.com/proposed-project-to-widen-i-440-could-shrink-meredith-college-campus-/16867231/">http://www.wral.com/proposed-project-to-widen-i-440-could-shrink-meredith-college-campus-/16867231/</a>	0	Comment acknowledged.
1010	Hillsborough-Wade	Meredith College	Right of way		Do not usurp the property of Meredith College to widen this highway. It will be destructing and altering the peaceful campus and it's already limited space, especially since sound barriers were not approved. It would be despicable to do this to not only a historic piece of Raleigh, but also a school in which many travel from out of county, state, or nation to attend	5	See responses to Hillsborough-Wade Common Comments #6 and #7.
1011	Hillsborough-Wade	Meredith College	Right of way		My daughter is a current Meredith College student and part of what drew her to the campus is it's beauty. I am completely opposed to anything that would take away from the campus. Meredith College is an integral part of Raleigh and has been for over 100 years. Please do not take away from this historic campus.	2	See response to Hillsborough-Wade Common Comment #6.
1012	Hillsborough-Wade	Meredith College	Right of way		It takes too much land from Meredith Campus. Wrong decision to do this.	0	See response to Hillsborough-Wade Common Comment #6.
1013	Hillsborough-Wade	Meredith College	Right of way		Don't go even close to any school. Waste of money, degrades the purpose of a college campus.	0	See response to Hillsborough-Wade Common Comment #6.
1015	Hillsborough-Wade	Meredith College	Right of way		Meredith college is such a beautiful and tranquil campus. The proposed road project will take that away.	0	See response to Hillsborough-Wade Common Comment #6.
1016	Hillsborough-Wade	Meredith College	Right of way	Noise	I don't like the negative impact on the historic Meredith College campus. It is a National Historic site and the future expansion of the college would be thwarted as there is no more land. Not to mention the negative affect it would have on the esthetics of the campus with noise and pollution.	1	See responses to Hillsborough-Wade Common Comments #6, #7, and #9.
1017	Hillsborough-Wade	Meredith College	Right of way		Please don't infringe on Meredith's campus! If the school has less room to grow, there will be less students to invest in the community. Less students = less money for businesses around the campus = less room for economic growth in Raleigh.	2	See response to Hillsborough-Wade Common Comment #6.
1020	Hillsborough-Wade	Meredith College	Right of way		As an alumni of Meredith College, I oppose the potential impact on the Meredith College campus.	3	Comment acknowledged.
1022	Hillsborough-Wade	Meredith College	Right of way		PLEASE DO NOT take away part of my beautiful Meredith college campus! It's a horrible decision.	5	See response to Hillsborough-Wade Common Comment #6.
1024	Hillsborough-Wade	Meredith College	Right of way	Eliminate Hillsborough interchange	Close the hillsborough access to I 440 to alleviate the short merging lanes. As a trustee, alumna, and major gift contributor to Meredith College, I deplore the plans to alter Meredith's physical plant resulting in loss of property for expansion, noise disruption to residences and classrooms, and eliminating our parking for non-resident students.	1	See responses to Hillsborough-Wade Common Comments #6, #7, #10, and #11.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1026	Hillsborough-Wade	Meredith College	Right of way		I think that the idea of taking some of Meredith Colleges campus is a real outrage. Meredith has always been a team player for the benefit of Raleigh and of North Carolina. This is too much. I dare say that if UNC or State were to be affected like this the state would not be having this conversation. You should all think twice about this expansion. It is disappointing the projection of the project looks to cut into the Western part of Meredith's campus in this manor. Shame on you all. Meredith for over 100 years has educated many of North Carolina's women leaders, to take away from her campus shows a true disrespect for our States women's education and leadership.	8	See response to Hillsborough-Wade Common Comment #6.
1027	Hillsborough-Wade	Meredith College	Right of way		As a Meredith College graduate who lives near Wake Forest and mother of two Meredith College graduates, I have travelled this area for over 30 years. I too understand the need for road improvements. However, taking away so much of the Meredith campus is detrimental to Meredith's future. i am totally opposed to this plan.	5	See response to Hillsborough-Wade Common Comment #6.
1028	Hillsborough-Wade	Meredith College	Right of way		As a meredith college student I do not think the NCDOT has the right to take away out campus that has been there for to long. I am not going to allow them to ruin our school community by widening the beltline because the excuse for widening it is no excuse because people should start driving more carefully and not speeding to get somewhere they need to be. You will not take away the growth of my school.	3	See response to Hillsborough-Wade Common Comment #6.
1029	Hillsborough-Wade	Meredith College	Right of way		I can't even believe this is being considered. Obviously, the people making the decisions regarding solutions for traffic/growth have no ties to NC and the negative impact this will have on Meredith's campus.	2	See response to Hillsborough-Wade Common Comment #6.
1037	Hillsborough-Wade	Meredith College	Right of way		This is not necessary to take up part of the Meredith college outer campus! Totally not needed!	9	See response to Hillsborough-Wade Common Comment #6.
1039	Hillsborough-Wade	Meredith College	Right of way		Meredith College is an incredibly valuable and historic part of the Raleigh community. Enrollment and programs at the college are growing at an impressive rate. These plans would do critical harm to Meredith's positive momentum.	1	See response to Hillsborough-Wade Common Comment #6.
1041	Hillsborough-Wade	Meredith College	Right of way		Too much land from Meredith college	1	See response to Hillsborough-Wade Common Comment #6.
1045	Hillsborough-Wade	Meredith College	Right of way	Parks and greenways	I am a current student at Meredith college and I can not imagine losing this much of our campus. Meredith has provided me with an environment designed to strength and empower myself and my peers. This expansion would take 17 acres away from us. Meredith should not be at fault for this expansion we are a growing school and need the land we have. The land that would be affected would take away the parking for on campus residents and commuters. It would also affect the greenway and the area we use to for physical activity. Please reconsider the plans. -Meredith student	0	See responses to Hillsborough-Wade Common Comments #6 and #12.
1048	Hillsborough-Wade	Meredith College	Right of way		I'm baffled by your confusion. When a proposed highway threatens to reduce a college campus by 1/5 of its size, that is hugely impactful. Meredith College is home to over 2000 students and staff and should not be sacrificed for a new traffic pattern.	37	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1052	Hillsborough-Wade	Meredith College	Right of way	Eliminate Hillsborough interchange	<p>To repeat an earlier users thoughts - "Expansion at that intersection directly consumes land that Meredith College currently uses for education and research. Using it would dramatically affect the future of Meredith College and would completely obliterate the aforementioned educational value.....Paving over a place thousands of women call home should not be an option!"</p> <p>As a commuter student, the limited parking is already a problem for us, these plans would eliminate all of the commuter parking on the side of campus as well as any hope for a larger lot in the future. Student enrollment has only increased since the college has grown, this can only continue as each new Freshman class is larger than the last. Keeping the land we have is the only way to have the hope of being able to accommodate all the future generation of Angels around the entire world.</p> <p>I am sure a better option must be out there, just need to look harder. Go back to the drawing board and save our beautiful campus and that of the University Club!! Please eliminate the Hillsborough-Wade Interchange - it is a giant pain to drive on Hillsborough - don't make it worse by allowing, even MORE, traffice to access that area!</p>	1	See responses to Hillsborough-Wade Common Comments #6 and #10.
1054	Hillsborough-Wade	Meredith College	Right of way	Alternatives	These options are all damaging to the long-term growth of Meredith College, which is land-locked and has already given up a 20% of its land for city and state projects.	1	See response to Hillsborough-Wade Common Comment #6.
1055	Hillsborough-Wade	Meredith College	Right of way		PLEASE do not take land from Meredith.	1	See response to Hillsborough-Wade Common Comment #6.
1058	Hillsborough-Wade	Meredith College	Right of way		As a recent Meredith College alumna, it breaks my heart to hear that there is a possibility to have a huge part of campus to be taken away. Meredith has been the best decision that I ever made, and it feels like home to me. I want to preserve Meredith and all it's beautiful campus so it can keep helping make women strong, and give them memories and sisters to last a lifetime. Meredith is such a special place to me to and so many students, alumnae, faculty, and staff, please preserve our beautiful campus!	7	See response to Hillsborough-Wade Common Comment #6.
1059	Hillsborough-Wade	Meredith College	Right of way		It comes with deep sadness when I heard the news. I am parent of a recent graduate who doesn't understand why they would take 1/5 of the campus. Meredith College has been around for 125 years, why would you take something away that has made a big impact on young women such as my daughter and that is a well established university for young women. Why all of a sudden the change?	3	See response to Hillsborough-Wade Common Comment #6.
1061	Hillsborough-Wade	Meredith College	Right of way	Parks and greenways	Please help us fight this. Meredith is an amazing and special place. Taking away from the campus to make a highway large just breaks my heart. I can't imagine walking out of the Oaks and seeing a highway. Or trying to walk on the greenway and it being gone of the expansion. Meredith has such an opportunity to grow. Each year more and more women enroll at Meredith College. I want to allow these women to experience the same wonderful opportunity that I had in my time at Meredith. Please consider helping us fight this to keep our campus the way it is	6	See responses to Hillsborough-Wade Common Comments #6 and #12.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1062	Hillsborough-Wade	Meredith College	Right of way		As a recent Meredith College alumna, it breaks my heart to hear that there is a possibility to have a huge part of campus to be taken away. Meredith has been the best decision that I ever made, and it feels like home to me. I want to preserve Meredith and all it's beautiful campus so it can keep helping make women strong, and give them memories and sisters to last a lifetime. Meredith is such a special place to me to and so many students, alumnae, faculty, and staff, please preserve our beautiful campus!	3	See response to Hillsborough-Wade Common Comment #6.
1063	Hillsborough-Wade	Meredith College	Right of way		It comes with deep sadness when I heard the news. I am parent of a recent graduate who doesn't understand why they would take 1/5 of the campus. Meredith College has been around for 125 years, why would you take something away that has made a big impact on young women such as my daughter and that is a well established university for young women. Why all of a sudden the change?	3	See response to Hillsborough-Wade Common Comment #6.
1066	Hillsborough-Wade	Meredith College	Right of way		Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost.	1	See response to Hillsborough-Wade Common Comment #6.
1070	Hillsborough-Wade	Meredith College	Right of way		NCDOT has no right to take all this land from Meredith College. We recognize the need for road changes, but think taking so much of the COLlege's land, for which there are already growth plans, is completely unfair and unwise.	0	See response to Hillsborough-Wade Common Comment #6.
1071	Hillsborough-Wade	Meredith College	Right of way		All alternatives take too much land from Meredith College. This is completely unacceptable.	1	See response to Hillsborough-Wade Common Comment #6.
1073	Hillsborough-Wade	Meredith College	Right of way		As a current student of Meredith College I highly oppose this plan. Obviously there is a problem with congestion on I 440, but is that any reason to stump the growth of this private college? For almost 127 years Meredith has been a big part of Raleigh and so have the college's students. For past, present, and future students, please do not take from our precious campus.	2	See response to Hillsborough-Wade Common Comment #6.
1081	Hillsborough-Wade	Meredith College	Right of way		Please rethink your plans. I am a Meredith graduate and visit the campus often. It is unacceptable to impact Meredith in such a way as the plans proposed. It is an impact that will affect future growth as well as the wonderful green space that Meredith now has.	1	See response to Hillsborough-Wade Common Comment #6.
1092	Hillsborough-Wade	Meredith College	Right of way		Taking 1/5th of Meredith College's property is not acceptable. As a strong partner within the Raleigh community, this would be a travesty and deeply harm the ability for the college to grow. There must be a better way to restructure the area. Also, relocating 23 families and 7 businesses is also a huge impact on this community. This must be reconsidered.	10	See response to Hillsborough-Wade Common Comment #6. The estimated relocations noted in the comment are in the Jones Franklin Rd interchange area, not the Hillsborough St/Wade Ave interchange area. During final design, NCDOT and the design-build teams will be investigating ways to reduce relocations and right of way needs along the entire corridor.
1102	Hillsborough-Wade	Meredith College	Right of way		All of the options have a huge impact on Meredith College, as well as taking a very important Greenway segment out of commission for a considerable amount of time.	1	See responses to Hillsborough-Wade Common Comments #6 and #12.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1104	Hillsborough-Wade	Meredith College	Right of way		While the club may not be owned by NC State, it is affiliated with it. As such, NC State available resources should be an option for relocation if needed. Being that this is a club owned by members (and not a general public accessible resource to the community) puts it in a much different position than Meredith College. Meredith College has absolutely NO options regarding gaining any more land on it's current campus for expansion, and to take away the land that the do have should not be an option.	2	See responses to Hillsborough-Wade Common Comments #6 and #15.
1109	Hillsborough-Wade	Meredith College	Right of way		Meredith college would be greatly affected by the project. Why would NC ruin the property of one of the ONLY women's colleges in NC? Seriously, it is the most successful woman's college in the USA. This project would take away Meredith's ability to expand. I urge you to reconsider the location of this project. Each option has a negative impact on Meredith	1	See response to Hillsborough-Wade Common Comment #6.
1110	Hillsborough-Wade	Meredith College	Right of way		I got to Meredith College, and for you to take so much land from an already small school is outrageous. Meredith creates intelligent and independent women, and our school deserve as much respect as any other university. This would be a major set back to the college, to residents lives, and to many students' educations. This is not fair and should be stopped.	4	See response to Hillsborough-Wade Common Comment #6.
1111	Hillsborough-Wade	Meredith College	Right of way	Construction	All three of these plans are detrimental to Meredith College. It's been such a great part of Raleigh for so many years and should be respected as such. Meredith is a small college as it is, and taking away part of that land and subjecting students and faculty to increased noise, construction, light, etc. is not only harmful to the learning environment but also potentially dangerous. It also dampens any future growth that Meredith could have, and takes away part of what makes Meredith so great; that "oasis" feel and a great place to learn in the middle of a bustling city. These are not good solutions to the problem, and really should be reconsidered. A little bit of extra traffic is worth keeping such a great institution intact.	0	See responses to Hillsborough-Wade Common Comments #6, #7, and #11.
1112	Hillsborough-Wade	Meredith College	Right of way		Meredith College matters, women's education matters. Taking out a chunk of the college for road expansion makes a statement that Raleigh doesn't care about women's education.	0	See response to Hillsborough-Wade Common Comment #6.
1120	Hillsborough-Wade	Meredith College	Right of way		takes too much land from Meredith and will change the landscape of this important southern college for women	1	See response to Hillsborough-Wade Common Comment #6.
1126	Hillsborough-Wade	Meredith College	Right of way		as a Meredith college student i understand the importance of reaching and empowering WOMEN!! Meredith wants to grow and empower more and more women.. how can that happen if land is taken from it. Taking a lot of our campus would hurt our school and goal.	7	See response to Hillsborough-Wade Common Comment #6.
1129	Hillsborough-Wade	Meredith College	Right of way		It should not impact Meredith College.	0	See response to Hillsborough-Wade Common Comment #6.
1130	Hillsborough-Wade	Meredith College	Right of way		As a student of Meredith College O beg you not to take any of the land from us. The proposed projects would take about if a fifth of the land away from Meredith. Meredith has been such an important part of Raleigh for 126 years, to take this away from our school would be a huge loss for all the students who currently attend Meredith and future Meredith students.	20	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1151	Hillsborough-Wade	Meredith College	Right of way		This takes some of Meredith Colleges beautiful campus. Keep this campus the way it is!	0	See response to Hillsborough-Wade Common Comment #6.
1157	Hillsborough-Wade	Meredith College	Right of way		It is unreasonable to take so much land from a historical Raleigh land mark that positively contributes to the community. Not only will the college be detrimentally effected but Raleigh as a whole would have a lasting negative impact!	8	See response to Hillsborough-Wade Common Comment #6.
1158	Hillsborough-Wade	Meredith College	Right of way		DOT has no right to claim Meredith's land. I live in Knightdale, but I do not use the beltway and see no reason to widen it. People can get where they need to go using other roads.	0	See response to Hillsborough-Wade Common Comment #6.
1165	Hillsborough-Wade	Meredith College	Right of way	Parks and greenways	The major impact all of these options would have on the Meredith College campus and the greenway would negatively affect the lives of those living on the campus and those that utilize the greenway. This historic campus has no potential for growth if you steal its land. As a Meredith Alumna I feel very strongly that the NCDOT should find a different alternative to mutilating this beautiful campus and stealing the land that we have and will always call home.	4	See responses to Hillsborough-Wade Common Comments #6 and #12.
1168	Hillsborough-Wade	Meredith College	Right of way		This will take away valuable parts of Meredith College's campus.	3	See response to Hillsborough-Wade Common Comment #6.
1170	Hillsborough-Wade	Meredith College	Right of way		Takes too much space from the Meredith College Campus	1	See response to Hillsborough-Wade Common Comment #6.
1171	Hillsborough-Wade	Meredith College	Right of way		This takes entirely too much land from the meredith college campus and it's surrounding areas	0	See response to Hillsborough-Wade Common Comment #6.
1179	Hillsborough-Wade	Meredith College	Right of way		This would negatively impact Meredith College's future growth pattern. There is limited land for this 124 year old college to operate on, or in the future to expand to, so why would the State confiscate 1/5 of the current campus?	1	See response to Hillsborough-Wade Common Comment #6.
1180	Hillsborough-Wade	Meredith College	Right of way		As a parent and friend of a Meredith College alumni I fully support President Jo Allen's August8, 2017 public remarks against this project and the adverse impact placed on Meredith College. This project will forever adversely effect the life of Meredith College in the most negative manner. Len Dillon	1	See response to Hillsborough-Wade Common Comment #6.
1185	Hillsborough-Wade	Meredith College	Right of way		Meredith College needs to maintain all of its campus space!	1	See response to Hillsborough-Wade Common Comment #6.
1187	Hillsborough-Wade	Meredith College	Right of way		Meredith College is far more important than 2 extra lanes added to the highway. This school has provided thousands of women with an outstanding education that is far more valuable to society then a highway. Meredith College has been in this location for 100 years and will remain there for hundreds more. The DOT will not mess with our property.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1190	Hillsborough-Wade	Meredith College	Right of way	Eliminate Hillsborough interchange	Please go back to the drawing board on these plans. All of the options will significantly affect the Meredith Campus and are particularly unfair especially when you consider how many acres Meredith has already given to the belt line. Please consider an alternative that might eliminate the exit ramp on Hillsborough street. Considering the years that students will have to put up with undue nightly noise and considering the impact on admissions to one of the best remaining women's colleges in the country, the burden of belt line widening is too heavy indeed. Please make other plans.	1	See responses to Hillsborough-Wade Common Comments #6 and #10.
1193	Hillsborough-Wade	Meredith College	Right of way		I am very upset that the state would even consider taking land from private and public higher learning institutions. Whether the traffic is bad or not, that land is used for educational growth, and especially Meredith College as a private institution deserves the right to keep land privately owned by them, rather than see it demolished for the sake of quicker routes to and from Cary. It is abhorrent that some of the greenest area in greater Raleigh could be commandeered in such a way.	1	See response to Hillsborough-Wade Common Comment #6.
1196	Hillsborough-Wade	Meredith College	Right of way	Construction	As a current student I agree with your opinion. I also chose Meredith because although it is located in a large city it feels like a little oasis. I feel that the construction and the work would bring more urbanization into our historic campus than it can hold.	2	See responses to Hillsborough-Wade Common Comments #6 and #11.
1198	Hillsborough-Wade	Meredith College	Right of way		Please do not impact the historic campus at Meredith College!	3	See response to Hillsborough-Wade Common Comment #6.
1199	Hillsborough-Wade	Meredith College	Right of way		As a citizen of Raleigh and proud graduate of Meredith College I respectfully ask that the NCDOT refrain from taking land from Meredith College. NC State University is a land grant university and the state already owns that land and should use that land before encroaching on a private college. Meredith is an important part of the Raleigh and Cary community and it would be a shame for the state of NC to take away land that is important for the growth of the College.	3	See responses to Hillsborough-Wade Common Comments #6 and #15.
1203	Hillsborough-Wade	Meredith College	Right of way		I am a Meredith College Student and i completely oppose the expansion of 440 by taking approximately 1/5 of our colleges land. Our school is value to the city and state and should not be altered.	4	See response to Hillsborough-Wade Common Comment #6.
1207	Hillsborough-Wade	Meredith College	Right of way		This route will interfere with Meredith College's campus. This area is already crowded and needs help, and this will not help. We should not sacrifice the college for the sake of a road.	3	See response to Hillsborough-Wade Common Comment #6.
1209	Hillsborough-Wade	Meredith College	Right of way		Takes too much land from a historic campus. Other options should be considered before disrupting future education at Meredith College.	10	See response to Hillsborough-Wade Common Comment #6.
1210	Hillsborough-Wade	Meredith College	Right of way		Please don't move on to Meredith anymore. The roads around campus have been under construction the last two years and expanding I-440 is the last thing we need.	6	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1213	Hillsborough-Wade	Meredith College	Right of way		Consider alternatives and maintain the campus at meredith college as there are plans for future expansion of college programs using land on Western side of campus ...and if any small slice of land (not what is currently being proposed) has to be utilized to support traffic needs consider paying the college millions of dollars to build what is needed for the campus... Or better help them build what they need..."you need this....they need that negotiation" if a plan can be put in place that preserves the integrity of this beautiful campus that is historic in Raleigh! Surely go back to the drawing board and see what can be done...look at what state of Virginia did for the campus of Mary Washington University to move it forward and also help handle traffic into Fredericksburg/DC area. Go back and talk about both needs...situations are dire for both. We have to support the traffic problems but not to the disfavor of disrupting a college campus ...come on now!! Engineers can plan better than this if both needs are considered...	2	See responses to Hillsborough-Wade Common Comments #6 and #9.
1215	Hillsborough-Wade	Meredith College	Right of way		Meredith college will be impacted by this expansion and it does not need to be. That campus is important to thousands of people and it does not need to be reduced in size!!	2	See response to Hillsborough-Wade Common Comment #6.
1216	Hillsborough-Wade	Meredith College	Right of way		As a meredith mom I know how much the college needs this land. There is no other way for them to grow- they are limited in their space. To take this land would impede the college's ability to expand their facilities.	5	See response to Hillsborough-Wade Common Comment #6.
1224	Hillsborough-Wade	Meredith College	Right of way		It takes too much land from Meredith College	1	See response to Hillsborough-Wade Common Comment #6.
1227	Hillsborough-Wade	Meredith College	Right of way	Historic resources	Please take into consideration what you will be taking away from. Meredith College is home to many, including myself. If you take away part of our grounds then that gives us no where to expand in the future. Meredith is a small college campus as it is and we are very proud of our campus, but taking parts of it away would risk the safety and security that this all women's college has. This plan also takes away other historical spots in Raleigh. Please take this into consideration before any plans are finalized.	4	See responses to Hillsborough-Wade Common Comments #6 and #11. The proposed project would not adversely impact any historic resources on or eligible for listing on the National Register of Historic Places, as described in Section 3.3 of the Environmental Assessment (EA), with updates in the Finding of No Significant Impact (FONSI).
1229	Hillsborough-Wade	Meredith College	Right of way		I am a Meredith College grad. Please don't take the land from my beautiful campus. This campus is historic and deserves the opportunity to grow both physically and within the lives of its students. Let us keep our land where so many memories have been made, and where memories must be allowed to continue.	4	See response to Hillsborough-Wade Common Comment #6.
1231	Hillsborough-Wade	Meredith College	Right of way		I am a graduate of Meredith College. While I do not live in Raleigh, I continue to have high regard for and interest in my alma mater. Please do not disturb the beauty of the campus or any plans Meredith has for future growth.	1	See response to Hillsborough-Wade Common Comment #6.
1232	Hillsborough-Wade	Meredith College	Right of way		Too much land is taken from Meredith College	1	See response to Hillsborough-Wade Common Comment #6.
1234	Hillsborough-Wade	Meredith College	Right of way		Taking one fifth of Meredith College's campus shouldn't even be considered!	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1240	Hillsborough-Wade	Meredith College	Right of way	Construction	Meredith's campus has already been affected by city and state projects and, if this project goes forward with one of the proposed designs, almost 20 percent of the College's campus will have been lost. The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces. Under all three plans, construction and its inevitable noise, fumes, and debris, as well as the completed interstate footprint, would permanently disrupt the campus experience and negatively affect the college's National Register eligible historic district. NCDOT's three plans also harm other area organizations to an unacceptable degree.	0	See responses to Hillsborough-Wade Common Comments #6 through #9 and #11.
1241	Hillsborough-Wade	Meredith College	Right of way		Meredith College is growing and taking away land from the campus will prohibit further growth for the college	5	See response to Hillsborough-Wade Common Comment #6.
1252	Hillsborough-Wade	Meredith College	Right of way		Meredith college is the place where I found my scientific voice. It's a place where future female leaders will be shaped and find their professional path. Limiting the campus' ability to grow by taking land will limit the number of women that can receive an amazing education there. Don't do that to Meredith, don't do that to our society.	2	See response to Hillsborough-Wade Common Comment #6.
1253	Hillsborough-Wade	Meredith College	Right of way		Meredith college is the place where I found my scientific voice. It's a place where future female leaders will be shaped and find their professional path. Limiting the campus' ability to grow by taking land will limit the number of women that can receive an amazing education there. Don't do that to Meredith, don't do that to our society.	4	See response to Hillsborough-Wade Common Comment #6.
1254	Hillsborough-Wade	Meredith College	Right of way		Meredith college is the place where I found my scientific voice. It's a place where future female leaders will be shaped and find their professional path. Limiting the campus' ability to grow by taking land will limit the number of women that can receive an amazing education there. Don't do that to Meredith, don't do that to our society.	4	See response to Hillsborough-Wade Common Comment #6.
1255	Hillsborough-Wade	Meredith College	Right of way		I hate to see the State take so much land from Meredith College. These options leave little options for this private historic women's college.	1	See response to Hillsborough-Wade Common Comment #6.
1256	Hillsborough-Wade	Meredith College	Right of way		DO NOT EXPAND THE HIGHWAY. MEREDITH IS MY HOME AND YOU CANT TAKE THAT AWAY FROM ME. THE LAND IS HISTORICAL AND IF YOU TEAR INTO THAT THERE IS SOMETHING WRONG WITH YOU.	4	See responses to Hillsborough-Wade Common Comments #6 and #9.
1278	Hillsborough-Wade	Meredith College	Right of way		All these plans have too great on Meredith College. The college can't afford to lose all this land.	1	See response to Hillsborough-Wade Common Comment #6.
1280	Hillsborough-Wade	Meredith College	Right of way		The amount of land that would be lost by Meredith College is too large. The College has no space to expand, as it is surrounded on all sides, making the land requested for the expansion that much more important to the future of the College.	0	See response to Hillsborough-Wade Common Comment #6.
1282	Hillsborough-Wade	Meredith College	Right of way		Too much land being taken and nearby people and businesses being disrupted/displaced.	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1287	Hillsborough-Wade	Meredith College	Right of way	Public transit	Meredith College has been a defining feature of Raleigh for over 125 years. I was under the impression that the onyx rings meant something special for this area. Some of our city's best teachers and business women were educated there. Wake county leads in education in NC and Meredith leads in producing the teachers that are behind that education. The campus is already cramped and has little space to expand. Taking any of that land not only sends the message that Wake county doesn't care about the contributions of one of the country's oldest and most prestigious NFP women's colleges, they also under value the contributions of women in Raleigh and the U.S. Go back to the drawing board if you have any decency. There are better ways that do not degrade an historical treasure or the very valuable and practical skills of the women still being educated there. Try again. Or since Raleigh is only getting bigger, take these cars off the road and put in a metro system underground and out of the way. Raleigh may not be that big yet, but start now and we will be by the time you finish.	4	See responses to Hillsborough-Wade Common Comments #6 and #13.
1288	Hillsborough-Wade	Meredith College	Right of way	Public transit	Meredith College has been a defining feature of Raleigh for over 125 years. I was under the impression that the onyx rings meant something special for this area. Some of our city's best teachers and business women were educated there. Wake county leads in education in NC and Meredith leads in producing the teachers that are behind that education. The campus is already cramped and has little space to expand. Taking any of that land not only sends the message that Wake county doesn't care about the contributions of one of the country's oldest and most prestigious NFP women's colleges, they also under value the contributions of women in Raleigh and the U.S. Go back to the drawing board if you have any decency. There are better ways that do not degrade an historical treasure or the very valuable and practical skills of the women still being educated there. Try again. Or since Raleigh is only getting bigger, take these cars off the road and put in a metro system underground and out of the way. Raleigh may not be that big yet, but start now and we will be by the time you finish.	4	See responses to Hillsborough-Wade Common Comments #6 and #13.
1296	Hillsborough-Wade	Meredith College	Right of way		Taking away this piece of land will diminish the integrity of a prominent all women's college.	0	See response to Hillsborough-Wade Common Comment #6.
1312	Hillsborough-Wade	Meredith College	Right of way		Meredith College grounds should not be taken away from employees and students.	2	See response to Hillsborough-Wade Common Comment #6.
1315	Hillsborough-Wade	Meredith College	Right of way		Even though I use 440 often and would love for it to be less congested, new plans need to be made so it doesn't touch the Meredith College campus. Meredith has been able to maintain growth and development in a tough world for colleges like it all while still managing to stay on top in education. Losing 1/5 of the campus land will NOT help the college continue to grow in the future and I think that would be sad for Raleigh and the surrounding area.	2	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1338	Hillsborough-Wade	Meredith College	Right of way		As a Meredith College student and member of the Raleigh community I must say this solution to the current situation on the beltline is an outrage. Meredith College, while a small college has had major impact in Raleigh and generations of women in our community. Meredith's College is a historic landmark and has been since it moved to its current location in the 1920's. Meredith College is one of the Crown Jewels of our city, shining in its standing as one of the best colleges in the south, and best women's colleges in the country. To hinder the expansion and jeopardize the future of Meredith College when other solutions to the current situation with that I-440 are possible. NCDOT, please don't prevent Meredith College from Going Strongz	2	See response to Hillsborough-Wade Common Comment #6.
1342	Hillsborough-Wade	Meredith College	Right of way		Too great an impact on Meredith College	2	See response to Hillsborough-Wade Common Comment #6.
1343	Hillsborough-Wade	Meredith College	Right of way		I think it'd be extremely selfish of the state to take so much from Meredith College, a highly respected, and a highly valued place in the community!	0	See response to Hillsborough-Wade Common Comment #6.
1344	Hillsborough-Wade	Meredith College	Right of way		I hate the thought of Meredith College losing that much of its Campus. Don't ask for expanding things that will directly cause an historic college to be unable to grow like the rest of the city.	5	See response to Hillsborough-Wade Common Comment #6.
1358	Hillsborough-Wade	Meredith College	Right of way	Public transit	Meredith College is a gem inside the hustle and bustle of the City of Raleigh. Please do not do anything to take away the Meredith land. Why does Raleigh not look more at mass transportation instead of continuously building more roads?	1	See responses to Hillsborough-Wade Common Comments #6 and #13.
1365	Hillsborough-Wade	Meredith College	Right of way		I am a Meredith student who has commuted for the past two years. I have been informed that these changes would take a significant portion of our campus away which includes much of the commuter parking available. I cannot tell you how important these parking areas are for students like me who live an hour away from Raleigh. They are accessible and close to the buildings I am in every day. These lots are packed daily demonstrating the need and importance of these areas to commuter students. Taking this land away would reduce accessibility for commuter students to campus as well as prevent future growth for this population of students. This land needs to be preserved for current and future commuter students at Meredith College.	0	See response to Hillsborough-Wade Common Comment #6.
1370	Hillsborough-Wade	Meredith College	Right of way		Why do you think this should be so important to tak land away from Meredith College! It's not okay to do this!!!!	0	See response to Hillsborough-Wade Common Comment #6.
1373	Hillsborough-Wade	Meredith College	Right of way		Please don't take land away from Meredith College. The college is only growing and needs that land for future students. This college raises strong women and prepares them for leadership roles and empowers them, this is soooo important.	3	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1375	Hillsborough-Wade	Meredith College	Right of way		I am a student at Meredith College and I have lived in the triangle area my whole life. I can't deny that this stretch of I-440 needs a little TLC, but the proposed plans take almost 20% of Meredith's campus. This would impede the college's future growth and would negatively impact life on campus-- commuter parking lots and sports practice fields would be taken away and there simply isn't another place to put them on campus. Meredith is already surrounded by roads on all four sides. Our school has always been a constructive member of the community and I don't think that the Meredith College campus should be reduced this way. The proposed change would hinder life for everyone who comes onto our campus and it simply isn't worth it.	3	See response to Hillsborough-Wade Common Comment #6.
1377	Hillsborough-Wade	Meredith College	Right of way		Incredibly egregious use of Meredith College's acreage. Te College should not have to sacrifice 1/5 of it's land for this improvement - especially when (according to the above survey), 57% of the traffic is due to shopping and entertainment.	1	See response to Hillsborough-Wade Common Comment #6.
1378	Hillsborough-Wade	Meredith College	Right of way	Construction	Each proposed plan poses too great of an impact to Meredith College. As a commuting student and as someone who works in Cary, I understand the problems with the current beltline, but the impact of the project is far too great on all of the communities affected. Part of Meredith's draw to students is how it feels like a haven amount the bustle of Raleigh, but the pod poses plan removes that draw and brings the bustle onto our campus. I cannot imagine future students sitting in class and hearing the construction and being able to thrive. Also, during the construction, the students living in the on campus apartments would be greatly impacted by the bright lights and loud noises. Continuing after construction, the beltline would be close to the apartments, making them a less desirable place to live. Meredith would suffer financially because of this. Lastly, some may look at the plan as and say that we are not currently using the land impacted by the project. As a school that is active, we enjoy the use of the greenway and places to exercise all across campus. We have traditions, that allow us to use every square inch of the campus, such as crook hunt. We hold practices for our favorite tradition, Cornhuskin, which would be impacted by the noise of construction and perhaps make us question our safety to host extended outdoor practices at night with all of the unfamiliar people, vehicles and noises on our campus. Meredith students and alumni know the value of our beautiful campus and we cannot imagine losing any of it. Please, find a plan that won't hurt Meredith aesthetically, financially or historically.	1	See responses to Hillsborough-Wade Common Comments #6 through #9, #11, and #12.
1379	Hillsborough-Wade	Meredith College	Right of way		I agree. This is unacceptable. Meredith College is educating women to become tomorrow's leaders. The college serves a great function in society, and taking away land is a violation not only to all women, but also to the great history of Meredith.	4	See response to Hillsborough-Wade Common Comment #6.
1380	Hillsborough-Wade	Meredith College	Right of way		Meredith College is a beautiful campus with a strong historic background. You cannot take so much land from such an important landmark. This is one of the few women's colleges left in the country, and all of the land is vital for Meredith to continue educating strong women.	0	See response to Hillsborough-Wade Common Comment #6.
1389	Hillsborough-Wade	Meredith College	Right of way		As a Meredith grad and a regular belt line user the road may be busy and full, you cannot take this out on Meredith College. I am opposed to this change. Meredith college should not be affected by this change.	4	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1403	Hillsborough-Wade	Meredith College	Right of way		Graduated from Meredith in 1997 and again as a graduate student in 2017. I have used this roadway between Jones Franklin Road and Wade Avenue thousands of times. I understand the need to improve the area, however we need to maintain the thriving Meredith campus and its ability to continue to educate women.	3	See response to Hillsborough-Wade Common Comment #6.
1404	Hillsborough-Wade	Meredith College	Right of way		Graduated from Meredith in 1997 and again as a graduate student in 2017. I have used this roadway between Jones Franklin Road and Wade Avenue thousands of times. I understand the need to improve the area, however we need to maintain the thriving Meredith campus and its ability to continue to educate women.	25	See response to Hillsborough-Wade Common Comment #6.
1405	Hillsborough-Wade	Meredith College	Right of way	Parks and greenways	This decision to expand I440 needs to be reassessed. The negative impact that this has on Meredith College, it's faculty, staff, and students is too great, in addition to the impact this will have on the wildlife and the greenway. Meredith College and the greenway are an oasis in Raleigh that must be protected. This land means too much to too many people to defile it with construction and permanently change the land. We have a responsibility to preserve as much of the city's heart and remaining natural land as possible.	4	See responses to Hillsborough-Wade Common Comments #6 and #12.
1406	Hillsborough-Wade	Meredith College	Right of way		Please don't take any of Meredith's campus.	0	See response to Hillsborough-Wade Common Comment #6.
1408	Hillsborough-Wade	Meredith College	Right of way		Raleigh is home to the largest woman's college in the South. Why would you ruin that? Meredith needs every bit of land that it has for current and future growth.	1	See response to Hillsborough-Wade Common Comment #6.
1410	Hillsborough-Wade	Meredith College	Right of way		I am a Meredith College alum, and a Cary/Raleigh native. I have traveled this road almost my whole life. As it is a pain at times, taking away from a historic College is not the answer. Especially when there us a field on the other side that could be downsized.	3	See responses to Hillsborough-Wade Common Comments #6 and #15.
1414	Hillsborough-Wade	Meredith College	Right of way		Graduated from Meredith in 2012. Please stop taking land away from Meredith limited campus, the college is still thriving and needs room for future projects of its own.	1	See response to Hillsborough-Wade Common Comment #6.
1415	Hillsborough-Wade	Meredith College	Right of way		Meredith College is an important part of the Raleigh community. Please try to preserve our campus! Current students and alumnae are all very passionate about our Meredith community, and we contribute largely to the Triangle.	5	See response to Hillsborough-Wade Common Comment #6.
1417	Hillsborough-Wade	Meredith College	Right of way		Meredith College is an institution which should be supported. Taking land from a small college is detrimental and unnecessary.	4	See response to Hillsborough-Wade Common Comment #6.
1424	Hillsborough-Wade	Meredith College	Right of way		I am a previous student of Meredith College as well as a Raleigh resident. Taking 1/5 of Meredith's campus will cause extreme impact upon a historic school and growing part of the Raleigh community. For just the purpose of controlling traffic, it brings detrimental and unnecessary change.	10	See response to Hillsborough-Wade Common Comment #6.
1425	Hillsborough-Wade	Meredith College	Right of way		Option c, although I disagree with taking any land taken from Meredith College. It will prevent future growth and is unnecessary.	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1427	Hillsborough-Wade	Meredith College	Right of way		I think this is a horrible idea. Meredith College has such a beautiful campus why take some of that away. Meredith College's Campus should not be touched. No matter what there is going to be traffic. This new traffic pattern will take away 17 acres from Meredith Colleges campus!	0	See response to Hillsborough-Wade Common Comment #6.
1433	Hillsborough-Wade	Meredith College	Right of way		As a meredith student who commutes to and from school each day as well as work using 440 I COMPLETELY oppose this plan! You can not take away the history our school has. As an athlete at the school taking away our field and parking lots will do nothing but harm to our sports and entire school.	2	See response to Hillsborough-Wade Common Comment #6.
1438	Hillsborough-Wade	Meredith College	Right of way		I am sure there is some other plan that can be thought of as I strongly oppose this. Taking 1/5 of the Meredith College campus is not the answer to fixing this issue. The universities campus is beautiful and full of rich history and it needs to be left alone. Meredith college is a bustling place that educates young women and prepares them for the future, invading this institution will be detrimental to the spirit of the college.	3	See response to Hillsborough-Wade Common Comment #6.
1439	Hillsborough-Wade	Meredith College	Right of way		Please, listen to the students, alumnae, and all who hold Meredith dear, the current plans are detrimental to Meredith College campus. Don't destroy the haven that so many women have called their college home, and we have benefitted from the campus land (research, safety, peace, community) that would be taken.	1	See response to Hillsborough-Wade Common Comment #6.
1441	Hillsborough-Wade	Meredith College	Right of way		It takes too much land from the Meredith campus which impacts the students. The college campus should not be sacrifice because some people were too lazy to wake up for work an extra 20 minutes early to beat the traffic. I oppose this plan.	2	See response to Hillsborough-Wade Common Comment #6.
1445	Hillsborough-Wade	Meredith College	Right of way		As an alum of Meredith College I think this is a travesty. As Dr. Allen stated in her comments at the public forum, Meredith College has given way more of their land for projects such as this. We are a landlocked educational institution and do not have any other alternatives but the historical land we currently own. Performing these improvements to the beltline and destroying our historical campus and the peacefulness of the setting would be a travesty. I cannot believe NCDOT is proposing this. I'm appalled!	5	See response to Hillsborough-Wade Common Comment #6.
1449	Hillsborough-Wade	Meredith College	Right of way		I graduated from Meredith in 1976 and there has been many improvements and buildings added since I graduated. Meredith cannot afford to lose this much land as the college continues to grow and expand to meet the changing needs of future students.	1	See response to Hillsborough-Wade Common Comment #6.
1456	Hillsborough-Wade	Meredith College	Right of way		Meredith College land should not be sacrificed for a new traffic pattern	1	See response to Hillsborough-Wade Common Comment #6.
1458	Hillsborough-Wade	Meredith College	Right of way		I am a Meredith College grad and have students who are following in my footsteps and attending the college as well. It should not be changed so future generations can enjoy the beautiful campus as well.	2	See response to Hillsborough-Wade Common Comment #6.
1460	Hillsborough-Wade	Meredith College	Right of way		It takes away land from meredith college!!!!	2	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1463	Hillsborough-Wade	Meredith College	Right of way		Please reconsider the impact that this will have on Meredith College's ability to grow. We are landlocked by major roadways (Beltline, Wade Ave, etc.) and the remaining land on the side of campus nearest to the beltline is the only land available for future construction. As an alum I ask you to reconsider before removing that land from the college.	1	See response to Hillsborough-Wade Common Comment #6.
1464	Hillsborough-Wade	Meredith College	Right of way		I'm a current Meredith student. One of the reason I choose Meredith was the beautiful campus; it was small, but it was absolutely the right size for me. Please vote no to this change that would take 1/5 of our campus away.	3	See response to Hillsborough-Wade Common Comment #6.
1471	Hillsborough-Wade	Meredith College	Right of way		The Hillsborough St and Wade Ave interchange takes too much land from Meredith College. As an alumni and graduate student at Meredith, this would detrimentally affect the growth of this great college. Meredith College should not be impacted at all.	1	See response to Hillsborough-Wade Common Comment #6.
1472	Hillsborough-Wade	Meredith College	Right of way		Meredith's green and peaceful spaces are a precious asset to the campus and the whole community. Please do as little to disturb them as you can.	3	See response to Hillsborough-Wade Common Comment #6.
1474	Hillsborough-Wade	Meredith College	Right of way		As a Meredith grad and frequent user of the Belt line, I oppose this change. Impeding on Meredith's campus is not the answer.	23	See response to Hillsborough-Wade Common Comment #6.
1475	Hillsborough-Wade	Meredith College	Right of way		As a Meredith grad and frequent user of the Belt line, I oppose this change. Impeding on Meredith's campus is not the answer.	2	See response to Hillsborough-Wade Common Comment #6.
1476	Hillsborough-Wade	Meredith College	Right of way		I sincerely believe that the NCDOT needs to go back to the drawing board on this expansion. While I agree wholeheartedly that this interchange needs expansion, I do not believe that it should come at the expense of a private university, taking 1/5th of the schools already small campus. Taking land away from Meredith College will severely impact the potential for growth of this small college, and hamper the educational potential, extra-curricular activities, health, and safety of future students. There has got to be a way to ease congestion in that area without taking land from Meredith College AND the University Club.	3	See response to Hillsborough-Wade Common Comment #6.
1478	Hillsborough-Wade	Meredith College	Right of way		As a current student of Meredith College, I oppose this plan. I understand that the roads need improvements but I do not agree that taking land from our school to expand the road is the best thing to be done. By taking land from our school, it takes away from our educational value.	15	See response to Hillsborough-Wade Common Comment #6.
1483	Hillsborough-Wade	Meredith College	Right of way		As a former Meredith College student, I believe the solution is not to infringe on land used by the college.	4	See response to Hillsborough-Wade Common Comment #6.
1491	Hillsborough-Wade	Meredith College	Right of way		I understand that the Beltline needs improvement, but there has to be a way to do this without interfering with Meredith College's campus.	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1493	Hillsborough-Wade	Meredith College	Right of way		There is just too much impact on Meredith College. Yes, traffic flow is a problem and needs improvement, but consideration must be given to what effect there will be on the environment proposed. I feel none of the plans enhance the Meredith community but involve loss of property and impact future planning for the campus itself. Raleigh benefits greatly from this highly rated academic community.	4	See response to Hillsborough-Wade Common Comment #6.
1495	Hillsborough-Wade	Meredith College	Right of way		This change would take away too much land from Meredith College. I am opposed to this due to the impact on the campus. Meredith is a great school and growing at a rapid rate, and I believe this would impede that growth!	5	See response to Hillsborough-Wade Common Comment #6.
1496	Hillsborough-Wade	Meredith College	Right of way		As a current Meredith College student and resident, I oppose this plan. I use the belt line quite frequently and so I understand it is not in the best condition, but reducing the size of our already small campus is not the solution. We as a college need to keep the tradition of our beautiful campus alive by not getting rid of part of the land for this road construction	1	See response to Hillsborough-Wade Common Comment #6.
1497	Hillsborough-Wade	Meredith College	Right of way		All of these plans have too great an impact on Meredith College. Please reconsider these plans to protect this historic college.	1	See response to Hillsborough-Wade Common Comment #6.
1498	Hillsborough-Wade	Meredith College	Right of way		This would take away from a college that has given so much to me.	0	See response to Hillsborough-Wade Common Comment #6.
1499	Hillsborough-Wade	Meredith College	Right of way		Too much land taken away from Meredith College campus just so traffic can run smoothly!!!!	9	See response to Hillsborough-Wade Common Comment #6.
1500	Hillsborough-Wade	Meredith College	Right of way		We need preserve Meredith's campus as much as we can. Each year the community grows and we need to expand in order to thrive.	3	See response to Hillsborough-Wade Common Comment #6.
1502	Hillsborough-Wade	Meredith College	Right of way		I don't want a highway to ruin the beautiful campus I pay thousands a year to live on and go to. Meredith campus has been around for a long time and has an important history to the city of Raleigh. Please don't take our land for a highway, Meredith means a lot to me.	7	See response to Hillsborough-Wade Common Comment #6.
1506	Hillsborough-Wade	Meredith College	Right of way	Noise	It would impact Meredith College negatively by taking away land for future college expansion and bringing all the noise and pollution associated with a busy highway to a beautiful campus.	1	See responses to Hillsborough-Wade Common Comments #6 and #7.
1507	Hillsborough-Wade	Meredith College	Right of way		I am saddened by the lack of understanding and vision by planners who would take land for a beautiful college campus and turn it into a so-called fix for the traffic problems in Raleigh!	6	See response to Hillsborough-Wade Common Comment #6.
1508	Hillsborough-Wade	Meredith College	Right of way		This is absurd. Do not take away 1/5 of the colleges campus.	2	See response to Hillsborough-Wade Common Comment #6.
1515	Hillsborough-Wade	Meredith College	Right of way		You must not cut into Meredith campus! Students are brought to our area because of the school, and this will devalue it.	6	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1525	Hillsborough-Wade	Meredith College	Right of way		All options greatly impact Meredith College and its opportunity for expansion.	1	See response to Hillsborough-Wade Common Comment #6.
1528	Hillsborough-Wade	Meredith College	Right of way	Parks and greenways	Rethink this. The impact to Meredith College, the greenway and surrounding properties is too great. If you can do something with less impact that takes out the pedestrian bridge, so be it. That's really nice to have and would ideally be preserved, but it's not completely critical and could be sacrificed if necessary.	1	See responses to Hillsborough-Wade Common Comments #6 and #12. The Reedy Creek Greenway pedestrian bridge was designed to accommodate future widening of I-440. The preliminary designs for the Detailed Study Alternatives do not require relocation of the pedestrian bridge. Constraints east of the bridge include the Lake Boone Trail interchange, which is less than a mile from the Wade Ave interchange. If a design-build team proposes a solution that substantially reduces existing documented impacts, but requires reconstruction or relocation of the pedestrian bridge without introducing substantial new impacts, this could be considered and evaluated.
1529	Hillsborough-Wade	Meredith College	Right of way		Meredith College already has so little buffer from the highway and no room for expansion. The existing campus was overly impacted by prior highway expansions. This new encroachment is just too much.	4	See response to Hillsborough-Wade Common Comment #6.
1534	Hillsborough-Wade	Meredith College	Right of way		As a meredith college student, I oppose the plan to expand I-440 into meredith campus. Although the high way itself does need updating it doesn't need to be expanded into Meredith's already small campus.	5	See response to Hillsborough-Wade Common Comment #6.
1535	Hillsborough-Wade	Meredith College	Right of way		Absolutely horrendous to impact the tranquility and size of a campus that has produced many fine women leaders and citizens of this state for 126 years!! It reminds me if the song "They took down Paradise and put up a parking lot." Same desecration! ...WAKE UP, NCDOT, and SHOW SOME REAL SOUTHERN CLASS!!	1	See response to Hillsborough-Wade Common Comment #6.
1544	Hillsborough-Wade	Meredith College	Right of way		The encroachment onto the Meredith College property is too intrusive and will be detrimental to the functionality of the school. These plans will negatively impact the growth of Meredith College and the impact will be irreversible.	1	See response to Hillsborough-Wade Common Comment #6.
1546	Hillsborough-Wade	Meredith College	Right of way		Each of these alternatives would negatively impact the Meredith College community. As a student, the thought of losing so much land from my beloved school is terrifying and repulsive.	11	See response to Hillsborough-Wade Common Comment #6.
1549	Hillsborough-Wade	Meredith College	right of way		As a proud Meredith Alumna, I urge you to map a new proposal. This historical piece of land is the reason that I am the strong, independent woman that I am today. Taking land away would greatly compromise the beautiful and nurturing environment that is Meredith College. To take land away from an educational institution is a down right insult.	1	See response to Hillsborough-Wade Common Comment #6.
1558	Hillsborough-Wade	Meredith College	Right of way		What is going to be the limit in the number of lanes for a highway? My daughter attends Meredith and I dont think expanding the highway is worth sacrificing Merediths land. This will prohibit Meredith from expanding by taking away their land. The have s small campus and can't afford to give up land to a highway.	2	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1565	Hillsborough-Wade	Meredith College	Right of way		Intrusive to Meredith College's future & present. Please, please scale back as much as possible.	1	See response to Hillsborough-Wade Common Comment #6.
1575	Hillsborough-Wade	Meredith College	Right of way		Takes too much land from Meredith College. Meredith College is landlocked and cannot expand without use of this land.	1	See response to Hillsborough-Wade Common Comment #6.
1577	Hillsborough-Wade	Meredith College	Right of way		I do not like this! This is taking away too much land from Meredith College which is home to so many women. Taking away this land is like taking away a home.	2	See response to Hillsborough-Wade Common Comment #6.
1587	Hillsborough-Wade	Meredith College	Right of way		I grew up in Clayton, North Carolina and am a graduate of Meredith College. I spent many years as a "road warrior" traveling the I-40 and I-440 corridor to and from school and work. I am deeply sadden and equally frustrated that such a proposal exists that would intrude and relinquish a portion of the Meredith College acreage and property (which is relatively small and intimate when compared to its public school neighbors). Historically, private citizens and small institutions have not fared well against federal and state powers, such as the NCDOT as it pertains to the building of highways and bypasses. I am a reasonable person who can valuable and appreciate growth and commerce, as Raleigh has steadily been growing. And yes, I too have been extremely aggravated with numerous traffic delays, blockages, etc. However, passing the above proposal for the Hillsborough and Wade Avenue interchange through Meredith acreage is not of small consequence. Meredith College has a more intimate campus that will be significantly impacted by such an interchange.	1	See response to Hillsborough-Wade Common Comment #6.
1590	Hillsborough-Wade	Meredith College	Right of way	Parks and greenways	As an alumna of Meredith College I ask that you find another solution to address this issue. Meredith has given a wonderful gift to Raleigh already by allowing access for the greenway to pass through campus. Many gifts have been given to ensure that Meredith continues to grow and prosper and this road expansion would greatly counteract those donations.	64	See responses to Hillsborough-Wade Common Comments #6 and #12.
1598	Hillsborough-Wade	Meredith College	Right of way		I go to Meredith and want the less amount of impact on the school	1	See response to Hillsborough-Wade Common Comment #6.
1602	Hillsborough-Wade	Meredith College	Right of way		Remember that the land is owned by the state, not Meredith College.	0	Meredith College owns the land that the campus is located on.
1603	Hillsborough-Wade	Meredith College	Right of way		Please don't take away that part of Meredith College's Campus!	0	See response to Hillsborough-Wade Common Comment #6.
1605	Hillsborough-Wade	Meredith College	Right of way		It takes up too much of Meredith's Campus	0	See response to Hillsborough-Wade Common Comment #6.
1613	Hillsborough-Wade	Meredith College	Right of way		Meredith College needs room for expansion and must provide a healthy environment for students and young women considering Meredith for an excellent education.	0	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1614	Hillsborough-Wade	Meredith College	Right of way		Meredith must have its existing campus to expand and provide a good healthy environment for its students.	0	See response to Hillsborough-Wade Common Comment #6.
1615	Hillsborough-Wade	Meredith College	Right of way		Meredith need s its existing campus to provide room for expansion and a healthful environment for existing students and prospective students	0	See response to Hillsborough-Wade Common Comment #6.
1618	Hillsborough-Wade	Meredith College	Right of way		This would ruin the meredith campus. Absolutely not. I want my family and best friends to feel safe and not have to worry about a highway literally being right beside them. Let Meredith grow people. Don't limit them.	1	See response to Hillsborough-Wade Common Comment #6.
1622	Hillsborough-Wade	Meredith College	Right of way		Do not disturb the Meredith College campus!	4	See response to Hillsborough-Wade Common Comment #6.
1623	Hillsborough-Wade	Meredith College	Right of way		It's going to take up merediths campus land! Not okay!	4	See response to Hillsborough-Wade Common Comment #6.
1641	Hillsborough-Wade	Meredith College	Right of way		As a graduate of Meredith and A current graduate student who commutes this idea is insane. You are taking away from any chance that Meredith ever has of growing. I have traveled the Beltline and know it's crowded but taking away from our campus is NOT THE ANSWER	0	See response to Hillsborough-Wade Common Comment #6.
1642	Hillsborough-Wade	Meredith College	Right of way		Meredith is an amazing campus that is growing each year with students taking it away for a high way is wrong. While this area is older, it's has such a rich history. Taking away from the school is taking away from a inordinate amount of opportunities Meredith has to grow. I am a proud Alum Of Meredith college and this plan is Ludacris. Don't take away from an institution that empowers women to be strong and show who they are.	4	See response to Hillsborough-Wade Common Comment #6.
1645	Hillsborough-Wade	Meredith College	Right of way		As a Meredith College student I feel that taking part of the college's land and the construction to follow would be highly disruptive to student learning and their commute. Meredith is a small campus but is home to many, please don't disrupt our Wonderland.	4	See response to Hillsborough-Wade Common Comment #6.
1652	Hillsborough-Wade	Meredith College	right of way		All of the proposed options have too great an impact on the Meredith College campus.	1	See response to Hillsborough-Wade Common Comment #6.
1653	Hillsborough-Wade	Meredith College	Right of way		As an out of state student at Meredith, one of the major reasons I chose the school was the beauty of the campus. Meredith is unlike any other school and is a key landmark in Raleigh. Having driven constantly on I-440, I have seen how congested it can get and do agree that plans could be make to change that, however, that shouldn't have to include Meredith's land to do so. As one of the few remaining women's colleges in the U.S., again, Meredith shines as a unique symbol for Raleigh. The school has been there since 1891 and even since has continued to produce Strong women into society. These new changes proposed would severely upset the environment that the college needs to build Strong women. I am OPPOSED to the desired plans to build onto and further damage the Meredith campus.	3	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1656	Hillsborough-Wade	Meredith College	Right of way		As a former resident of Cary and a graduate of Meredith, I am against anything that takes away land from the Meredith campus.	0	See response to Hillsborough-Wade Common Comment #6.
1658	Hillsborough-Wade	Meredith College	Right of way		All options affect Meredith College campus too much. Meredith College will loose too much parking and athletic areas. The traffic is worth sitting in to keep Meredith College the way it is.	3	See response to Hillsborough-Wade Common Comment #6.
1661	Hillsborough-Wade	Meredith College	Right of way	Natural resources	As I see the need for change and updating I 440, I also don't believe taking land away from Meredith College is the way to do so. Also, if your argument is that it will take up land that isn't "used" or isn't a vital part or the campus, you're wrong again. As an alumna of MC, I had several biology labs that used not only the main campus land, but also surrounding land, such as the Meredith forest and the land that runs with wade avenue. There are plenty of other ways to go about this. I OPPOSE.	1	See responses to Hillsborough-Wade Common Comments #6 and #7, and response to Comment #966 in this section. NCDOT has coordinated with Meredith College throughout the project development process and understands the importance of the various areas of campus.
1662	Hillsborough-Wade	Meredith College	Right of way		Why does the DOT think it's okay to take away from a learning institution? Why is it fair that Meredith College's commuters lose so much? How is a private institution even available in the first place? And how is only part of our college considered historic? Think about your children and their future. Not just Meredith College but all universities.	1	See response to Hillsborough-Wade Common Comment #6.
1663	Hillsborough-Wade	Meredith College	Right of way		I am a Meredith College graduate and use the beltline regularly. While I appreciate the need for expansion, I strongly oppose taking private land from Meredith College to do so. Meredith is a small but thriving campus with increased enrollment and whose students and alumnae are engaged in the Raleigh community. Taking away land inhibits growth to an insititution that is such a vital part of the fabric of this city.	1	See response to Hillsborough-Wade Common Comment #6.
1664	Hillsborough-Wade	Meredith College	Right of way		This takes to much land from Meredith College.	6	See response to Hillsborough-Wade Common Comment #6.
1665	Hillsborough-Wade	Meredith College	Right of way		As a current Meredith College student I oppose the plan. I respectfully ask that the NCDOT refrains from taking land from Meredith College. Meredith is such a beautiful place and has been this way for over 125 years. Students and faculty enjoy this beautiful campus embedded with traditions and history. To take away land would not only affects current students and faculty but would also hinder future Raleigh residents who are considering Meredith to be their home.	4	See response to Hillsborough-Wade Common Comment #6.
1666	Hillsborough-Wade	Meredith College	Right of way		I am a student at Meredith and it breaks my heart to think that any of the beautiful campus could be taken. I travel this road every day and see the issue at hand but it is not worth it at the price of hindering the growth and expansion of Meredith College. My peers and I are involved in the community and with the education we are receiving we intend to better the raleigh area. Please do not expand I-440 at the cost of having less room for the college to grow and bring in more amazing STRONG women!	4	See response to Hillsborough-Wade Common Comment #6.
1667	Hillsborough-Wade	Meredith College	Right of way		I am opposed to the plan to take away meredith land!	9	See response to Hillsborough-Wade Common Comment #6.



## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1670	Hillsborough-Wade	Meredith College	Right of way		As a student at Meredith college and an employee near campus I drive in this area very regularly. While I understand the need to update this corridor I am strongly upposed to doing so at the cost of 1/5 of Meredith's campus. As this college has played a major part in the continued growth of Raleigh I would hope that the city of Raleigh would not impede in the future growth of Meredith.	2	See response to Hillsborough-Wade Common Comment #6.
1680	Hillsborough-Wade	Meredith College	Right of way		Meredith is already a small campus. Making it even smaller would be detrimental to their plans for growth in the future. Meredith is producing strong and prepared women for the 21st century....please don't hinder that.	6	See response to Hillsborough-Wade Common Comment #6.
1682	Hillsborough-Wade	Meredith College	Right of way		You are destroying the Meredith College Campus for a unrealistic solution to the traffic growth in Raleigh. Why should a campus which serves the entire state in educating women suffer because of poor planning by short-sighted men?	1	See response to Hillsborough-Wade Common Comment #6.
1699	Hillsborough-Wade	Meredith College	Right of way		As a Meredith college student, this is NOT okay. Meredith College doesn't have any room to give away land. We are small enough and should not have to worry about our city taking away our precious land!!	5	See response to Hillsborough-Wade Common Comment #6.
1703	Hillsborough-Wade	Meredith College	Right of way		As a 1964 graduate of Meredith College, I remember seeing the construction of the Raleigh beltline, giving us immediate access to a wonderful highway. Since that time, Meredith has grown, and more buildings have been added to the campus toward the highway. With the outlook of a prosperous future for Meredith, it would be detrimental to the college for its land to be taken away. It is my hope that the Highway Department will use another course of action to improve this highway. Meredith is a wonderful educational institution, and its land should be preserved.	9	See response to Hillsborough-Wade Common Comment #6.
1704	Hillsborough-Wade	Meredith College	Right of way		As a Meredith College student, I am opposed to this change. Meredith College's land is very important to the faculty staff and students and desperately needs updates to the facilities but can not do so with this road construction.	2	See response to Hillsborough-Wade Common Comment #6.
1709	Hillsborough-Wade	Meredith College	Right of way		Thank you for an opportunity to express our views on your proposed roadway. My concern is for the negative impact the roadway would have on campus life at Meredith College; also the negative impact it would have on the important first visit. From another point of view, while Meredith is a Raleigh institution of higher learning, it is one of the City's most beautiful landmarks and deserves landmark level consideration. Also, we know traffic relief will be temporary based on the, "If you build it, they will come." While traffic relief will be temporary; it's impact will not.	2	See response to Hillsborough-Wade Common Comment #6.
1716	Hillsborough-Wade	Meredith College	Right of way	Noise	As a Meredith College Alumna, I believe this new route would not allow the college to expand and grow (as it has been ever since it opened). Not only would it affect the noise and beauty of the campus, but it would mean that when MC grows, new buildings would have to be away from this main campus. Meredith is known for its secure, gated community and has been a real home to so many women. The highway changes would take away commuter parking and not allow room for growth.	43	See responses to Hillsborough-Wade Common Comments #6 and #7.
1720	Hillsborough-Wade	Meredith College	Right of way		We have looked at the maps. Expansion at that intersection directly consumes land that Meredith College currently uses for education and research. Using it would dramatically affect the future of Meredith College and would completely obliterate the aforementioned educational value. What I don't understand is the lack of concern people are expressing over this devastating proposal. Paving over a place thousands of women call home should not be an option.	27	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1722	Hillsborough-Wade	Meredith College	Right of way		As a current Meredith College student I find it utterly ridiculous that the NCDOT would even consider taking almost 1/5 of a 126 year old school's campus to add 2 lanes to I-440 so people don't have to sit in traffic longer.	2	See response to Hillsborough-Wade Common Comment #6.
1724	Hillsborough-Wade	Meredith College	Right of way		All options would have too great of an impact on Meredith College!	1	See response to Hillsborough-Wade Common Comment #6.
1727	Hillsborough-Wade	Meredith College	Right of way		I agree that traffic on 440 can be rough; this is the cost of growth. Leave Meredith College alone and find a better way to accommodate the increase in vehicles.	1	See response to Hillsborough-Wade Common Comment #6.
1729	Hillsborough-Wade	Meredith College	Right of way		Absolutely not. It takes too much land from Meredith campus. The highway expansion could never amount to the importance of the land being taken from this school.	4	See response to Hillsborough-Wade Common Comment #6.
1734	Hillsborough-Wade	Meredith College	Right of way		Although I do not currently live in Raleigh, I am a dedicated alumna of Meredith College and have deeply appreciated its impact on both my life and academia in general. It has grown in both stature and size since my college days and I could not be more proud of it. I can clearly see that it has the ability to continue to grow and to become one of Raleigh's outstanding landmarks. To do this, it will need land and space to continue to grow and fulfill its promise. To swallow up so much of its land would be to stunt its promise -- and in doing so would be quite unforgivable.	1	See response to Hillsborough-Wade Common Comment #6.
1735	Hillsborough-Wade	Meredith College	Right of way		As a citizen of Raleigh who travels this portion of the I-440 Beltline every day, I understand the need for improvement. However I oppose the options that will detrimentally affect Meredith College. As one of the largest women's colleges in the U.S., Meredith provides a unique educational option for women in North Carolina. These changes could permanently limit Meredith's options for growth, and it would be unfair of the state to do this to a school has has contributed much to N.C. for more than 100 years.	3	See response to Hillsborough-Wade Common Comment #6.
1738	Hillsborough-Wade	Meredith College	Right of way		There is too much displacement in all of these proposals. The impact to Meredith would be devastating, 440 would be running through campus destroying the amazing atmosphere on campus.	1	See response to Hillsborough-Wade Common Comment #6.
1739	Hillsborough-Wade	Meredith College	Right of way		All three options have far too great an impact on Meredith College.	2	See response to Hillsborough-Wade Common Comment #6.
1740	Hillsborough-Wade	Meredith College	Right of way		As a Meredith College student and Raleigh Citizen, I use the beltline very frequently. I do not think that a college that has been around since 1891 should have any part of it taken away. Meredith is already a small campus and does not have the land to be taken. I am <b>opposed to this change.</b>	5	See response to Hillsborough-Wade Common Comment #6.
1750	Hillsborough-Wade	Meredith College	Right of way		I'm a Meredith College graduate and a Raleigh citizen! I use the Beltline on a frequent basis to travel and have for almost ten years now. While I do feel there need to be updates to accommodate city growth and transportation, impeding on Meredith's campus and future growth is not the resolution for this situation. The College has been a vital part of the community, and needs this land to foster its growth!	2	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1980	Hillsborough-Wade	Meredith College	Right of way		Don't take away my campus! #preservemeredith	0	Comment acknowledged.
2004	Hillsborough-Wade	Meredith College	Right of way		While I am a Peace College Grad, I believe in Meredith College and it's history and women! This should NOT be changed to impede on Meredith College Grounds! They need it to stay the same so they can continue to grow.	4	See response to Hillsborough-Wade Common Comment #6.
2096	Hillsborough-Wade	Meredith College	Right of way	Public transit	PLEASE do not steal the beautiful Meredith campus As Meridith has grown over the decades, the beauty of the land has been very important. Meredith will continue to grow and attract students with great potential for doing good work in the world. Don't waste this space where the college will need to enlarge; Raleigh has too many beltlines. Invest the money in public transportation and bike paths. Please!	1	See responses to Hillsborough-Wade Common Comments #6 and #13.
2155	Hillsborough-Wade	Meredith College	Right of way		Please do not destroy what many women through-out the state and country consider home.	1	See response to Hillsborough-Wade Common Comment #6.
2161	Hillsborough-Wade	Meredith College	Right of way	Parks and greenways	If we do not prioritize the opportunities for higher education in our city then it will be a huge detriment to our city as a whole. I'm highly disappointing that this is even a proposal! Not to mention the impact on the Greenway!	1	See responses to Hillsborough-Wade Common Comments #6 and #12.
2168	Hillsborough-Wade	Meredith College	Right of way		The DOT and City of Raleigh have already taken too much land from Meredith for the beltline and the greenway over the years, including the period when the original beltline and greenway were constructed. Meredith has no more land to lose.	1	See response to Hillsborough-Wade Common Comment #6.
2214	Hillsborough-Wade	Meredith College	Right of way		The widening project will significantly impact Meredith's ability to expand buildings and other learning spaces.	1	See response to Hillsborough-Wade Common Comment #6.
2365	Hillsborough-Wade	Meredith College	Right of way		no land should be taken from Meredith College, there needs to be another traffic design that will not adversely affect this historic college	2	See response to Hillsborough-Wade Common Comment #6.
2408	Hillsborough-Wade	Meredith College	Right of way	Parks and greenways	Please consider the impact this plan will have on Meredith College and the nearby Greenway. These plans will take away too much land from a beautiful (and already small) campus and public Greenway.	1	See responses to Hillsborough-Wade Common Comments #6 and #12.
2486	Hillsborough-Wade	Meredith College	Right of way		All options have a tremendous negative impact on the Meredith College Campus for current students and future growth of our historic campus.	1	See response to Hillsborough-Wade Common Comment #6.
814	Hillsborough-Wade	Meredith College	Safety		I am a graduate of Meredith college taking over 20 percent of the campus is govertmental abuse. It will also impact the safety of the students	0	See responses to Hillsborough-Wade Common Comments #6 and #11.
819	Hillsborough-Wade	Meredith College	Safety		I used to commute and work at Meredith. Now my daughter is a student there. We appreciate the need to improve the interchange--but not by taking 1/5 of Meredith's land, which would impeded opportunities for the College to expand. This is a landlocked college that currently is able to provided good security within its grounds--changes would take away from this security.	1	See response to Hillsborough-Wade Common Comment #11.

### On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1511	Hillsborough-Wade	Meredith College	Safety		SAFETY is an issue for Meredith which requires serious consideration as this project impacts Meredith on so many levels.	0	See response to Hillsborough-Wade Common Comment #11.
1094	Hillsborough-Wade	Meredith College	Visual resources	Right of way	<p>The report fails to speak to the visual impacts of highway infrastructure and flyover bridges that will loom four to five stories over the campus. The plan will significantly compromise our ability to continue growing in a manner consistent with the college's 126-year mission and campus master plan “ a state-recognized Designed Historic Landscape “ that we have followed for over 50 years.</p> <p>Go back to the drawing board. Move the interchange away from Meredith College not towards it.</p> <p>We will lose the very best sites for future classroom buildings, residence halls, and athletic facilities, as well as impact current offerings for high quality instruction, research, residential living, and commuter service.</p> <p>Meredith College, our 2,000 students, 500 faculty/ staff, and 21,000 living alumnae cannot well endure additional blows to our ca</p>	1	See responses to Hillsborough-Wade Common Comments #6, #9 and #14.
871	Hillsborough-Wade	Meredith College			All of these plans have detrimental impact on Meredith College and should be reconsidered. Please come up with plans that do not take away so much of Meredith's already small campus and that hinder the college'S plans for future growth. As one of the last women's colleges in the country Meredith provides an important educational option and should not be damaged by the state to which the college has contributed so much in its more than 100 years of existence. Thank you for finding a better solution!	1	See response to Hillsborough-Wade Common Comment #6.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
232	Hillsborough-Wade	University Club	Alternatives		None of these alternates are acceptable!!! Additionally, the West side of the Wade Ave to Hillsborough St stretch of the project only provides one solution. Provide a solution that solves the traffic flow, efficiency and enhances mobility without destroying the University Club in the process.	3	See response to Hillsborough-Wade Common Comment #1.
389	Hillsborough-Wade	University Club	Alternatives	Right of way	Strongly urge to toss all options and rework the plan to use the existing road bed, not add any additional lights to Wade Ave, and preserve the integrity of the surrounding neighborhoods/properties by pacing their interests first, traffic second. Look outside "the box" for more creative solutions but not by taking valued property from the West Raleigh neighborhoods. As a member of NCSU Club, I am concerned that the taking of an extensive portion of the land the Club utilizes in service to the greater Raleigh community and the Facility and Alumni of NCSU that this would jeopardize a Raleigh tradition for over 50 years and force the Club to shut its doors. This would eliminate a consistent employer of over 110 staff members and eliminate a business that has contributed financially to the city and state through its tax base for over 50 years.	1	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.
1333	Hillsborough-Wade	University Club	Alternatives		Please reconsider the Hillsborough St. plans. The University will essentially be ruined. No one new will join and current members would not like to sit by a pool that's right beside a highway! Please pay us a visit. It's a wonderful family friendly club. It's a place that I had hoped my children would grow up and continue to engage in a healthy, active lifestyle. It breaks my heart that it would be destroyed in this way. There must be other solutions.	0	See response to Hillsborough-Wade Common Comment #1.
1958	Hillsborough-Wade	University Club	Alternatives		The proposed changes would be devastating to the University Club in terms of safety, tax contributions, public usage and environment. New designs must be submitted.	1	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.
1961	Hillsborough-Wade	University Club	Alternatives		I am very concerned about the proposed project's impact on the NCSU Club facilities. The loss of over 19 acres of land at this facility will have a devastating impact on this fifty-year-old facility that has been an asset to thousands of the Raleigh community, the Faculty and Alumni of the University. I am a member and my kids have enjoyed being on the swim team for the last 7 years. I have enjoyed going to several weddings and other functions at the University Club so it isn't just the members that use the club. Please come up with another option.	0	See response to Hillsborough-Wade Common Comment #1.
1962	Hillsborough-Wade	University Club	Alternatives		My family is a member of the N.C. State University Club, and all three alternatives presented here have the potential to decimate the club and its membership. These plans take away the parking and tennis facilities, and put the traffic very close to the swimming pool. Our family uses this club almost daily year round. The possible loss of the club would result in the loss of over 100 jobs and vital services that make our community strong. The club's members recently have invested millions of dollars improving the facilities and there does not appear to be a plan to compensate the club. These 3 alternatives all seem to disregard the interests and rights of the university club members. I would like to see a 4th alternative that has a minimal impact on the university club.	10	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.
1969	Hillsborough-Wade	University Club	Alternatives		All options have too great an impact on NC State University Club. The future of the club is at stake. Please go back and rethink this plan and reevaluate the thought of taking property from the University Club. Other options were presented at the Public Hearing and should be reviewed and incorporated into the plan to widen I-440.	1	See response to Hillsborough-Wade Common Comment #1.

**On-Line Forum Comments  
 Hillsborough St and Wade Ave Interchange Area**

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1973	Hillsborough-Wade	University Club	Alternatives	Right of way	The NC State University Club will be severely impacted, in fact, it will be devastated, in any scenario currently being considered. I truly hope that these plans can be reconsidered in a way that would better protect the club. It is not a traditional private club. The club was originally designated as a benefit to NC State University Faculty and Staff and is a non profit. Since it's original inception, it has been opened to alumni and other friends of the university. In the club's many years of existence, thousands of children have learned to swim and the summer swim team is one of the city's premier teams. The club offers summer camps at reasonable rates in both golf and tennis to members and non members alike. I have always envisioned the club as a place where my sons will grow up swimming, playing tennis and golf, making life long friends, and learning valuable life lessons not available in other areas of the city. The University Club is a place where my children and many others have a place to be in the summer where they can have fun but also stay out of trouble. These are just a few of the things that will be lost if any of the current DOT plans are put into action. I fear that the club will not survive the impact to the land and facilities. I certainly hope that DOT will be able to find a solution that will have a less devastating impact to the club.	3	See responses to Hillsborough-Wade Common Comments #1 and #3.
1986	Hillsborough-Wade	University Club	Alternatives		This could be done in a way that impact to NCSU Club would be much less. Current options will ruin the Club which is a vital part of our community.	0	See response to Hillsborough-Wade Common Comment #1.
1987	Hillsborough-Wade	University Club	Alternatives		There is no alternative for the University Club. Each "alternative" takes the same amount of land. Taking so much land from the University Club, has the potential of ultimately closing the club. Losing all tennis courts, having the off ramp mere feet from the pool, losing all parking, the front of the main building only a few feet from the off ramp. In addition, the potential loss to the community has not been discussed but would include a lack of places for non-profit community groups and the loss of employment for over 100 employees. Go back and come up with some true alternatives.	0	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.
1988	Hillsborough-Wade	University Club	Alternatives		I am very concerned about the impact to the University Club. I beg you to find another solution that will not rape our landscape. The club serves not only the members but the community...serving as a much needed meeting site for an abundance of community and civic groups.	34	See response to Hillsborough-Wade Common Comment #1.
1993	Hillsborough-Wade	University Club	Alternatives		Please take the time to re-evaluate these plans. As a member of the University Club, I strongly oppose the impact to the club. There is no other place in Raleigh that offers the amenities and the green space with established trees, for the price. The University Club has invested heavily in capital projects over the last 8 years, and is a centrally located, affordable club that provides gathering spaces unique to this part of Raleigh. If the tennis courts and parking area are taken over by the road project, it may result in closure of the club. One of the most beautiful parts of the club is the golf course, adjacent to the vet school property. With the proposed plans, this area would be used for parking and tennis courts, completely and forever changing the beauty of the club. The current plans also show the road coming dangerously close to the pool, if the pool will even be able to stay in its current location. Please take the time to find a plan that reduces the impact on the club.	0	See responses to Hillsborough-Wade Common Comments #1 and #5.

### On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1996	Hillsborough-Wade	University Club	Alternatives		All options have far too great an impact on the University Club, we are members there and have been going there for 15 years. I have grown up going to the club for all major holidays, brithdays, every summer and fall we use the swimming and golf course. TO THINK THAT THE STATE IS GOING TO DESTORY THE CLUB AND ITS PROPERTY TO BULID AN INTERSTATE TO TAKE PEOPLE OUT TO THEIR HOUSE THEY GOT AND KNEW THERE WAS GOING TO BE TRAFFIC, IS NOT MEMBERS PROBLEM. OR EVEN CITY OF RALEIGH RESIDENTS PROBLEM YOU NEED TO RETHINK THIS AREA AND COME UP WITH A BETTER SOLUTION.....	1	See response to Hillsborough-Wade Common Comment #1.
2008	Hillsborough-Wade	University Club	Alternatives		All 3 proposals would have a devastating impact to the University Club and thereby the quality of life for the hundreds of us that call it home. My children are third generation members at the UClub. My father still attends weekly lunches with retired faculty, I play competitive and recreational tennis, my children enjoy the pool and swim team, my niece was married there, and we all attend social events and dine at the restaurant. As a resident of University Park, it is our neighborhood club and a major part of our community. Please come up with a new plan!	1	See response to Hillsborough-Wade Common Comment #1.
2009	Hillsborough-Wade	University Club	Alternatives	Right of way	All of the alternatives would compromise (and likely make impossible) the use of the NC State University Club, of which I am a member. As currently designed, I believe the encroachments into the property will kill its functional use. I play tennis there three times a week for my health. If all of those courts are compromised and the state isn't willing to fund replacement, I will be forced to cancel my membership and I have it on good authority that many other members will too. No other property impacted by the expansion will be pushed out of existence by the 440 expansion, and you have to consider the job loss that will occur as a result. I understand the road must be widened to accommodate future growth, but there has to be a better way. Even partial relief would keep open the possibility of the club remaining viable.	20	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.
2012	Hillsborough-Wade	University Club	Alternatives		The I-440 change would impact the NCSU University Club. My family is there almost daily. It is the primary place we go for family activities. It also provides a community for our family to be a part of. This will will destroy the property as it is today threatening to close the establishment. Our family will be heart broken if that happens. Please looks for ways to save the NCSU club as it so important to many families in the triangle!	2	See response to Hillsborough-Wade Common Comment #1.
2013	Hillsborough-Wade	University Club	Alternatives		All of the ideas will impact the NC State University club. My family is there daily for activities and we will be heart broken if they have to close. Please find a way not to impact the NCSU club and the families that love it.	3	See response to Hillsborough-Wade Common Comment #1.
2018	Hillsborough-Wade	University Club	Alternatives		Seems like there is enough public interest in this to recommend the solution being proposed by the University Club over any of the other three alternatives.	0	See response to Hillsborough-Wade Common Comment #1.
2020	Hillsborough-Wade	University Club	Alternatives		These alternatives all have a significant impact on the University Club, a public facility for Raleigh. It is not a Country Club. It is a pool, tennis and golf facility, and dining/banquet facility for all of Raleigh to enjoy at a reasonable price. As a UNC grad, I have joined and loved the friendships and anemities that the club offers. My children have swim in the swim team since they were four, I've learned to play tennis, and I have cultivated lifelong friendships at this club. This plan will essentially destroy IClubs ability to survive. I ask that the plans are redrawn or this intersection abandoned to protect the land for both the university club and Meredith. There is strong opposition to this plan and I beg that an alternative be proposed.	3	See response to Hillsborough-Wade Common Comment #1.

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2021	Hillsborough-Wade	University Club	Alternatives		All options have too much detrimental impact to the university club- a public resource for Raleigh, not a country club. My children have been on the swim team, I've learned to play tennis there, people benefit from its golf, and overall banquet facilities. We held my grandfathers post funeral gathering at the UClub. It offers reasonable banquet and meeting facilities for all of Raleigh. More importantly, it offers a wonderful recreational venue for western Raleigh. Please do not take so much of our land that this valued facility is forced to close. This will devastate almost 1000 Raleigh families and leave over 100 workers unemployed. Surely there is a better option for the Hillsborough interchange, should it even be required. The current plan is too detrimental to the survival of this valued resource. Please reconsider options.	6	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.
2022	Hillsborough-Wade	University Club	Alternatives	Safety	My name is Ashley Walker and I am one of 900+ families that attend the NCSU club. As a UNC graduate, I admit that this venue has won my heart. My children swim on the swim team (top 1-2 in the county), I play tennis, and we've used the facilities for events including my grandfather's funeral gathering. This club serves almost 1000 west raleigh families, and is a community and Raleigh resource. The current plans severely encroach on the footprint, eliminating all parking, golf, and essential could completely derail the continuation of this wonderful resource. Of particular concern is the proximity of the right of way to the club's pool, and the potential impact on both pollution and safety of the children swimming. What will prevent a distracted driver from potentially running into the pool? Would/could the proximity of a pool lend itself to this risk? I hope the safety of the children will be considered priority in contingency plans regarding the Hillsborough/Wade section of the plan. I hope that the DOT can consider alternate plans that will not take so much existing land from the club.  Sincerely, Ashley Walker and family	22	See response to Hillsborough-Wade Common Comments #1, #2, and #5.
2023	Hillsborough-Wade	University Club	Alternatives		If the NCDOT takes land from the NC State University Club it will be devastating to it's members, the university and the community. PLEASE find an alternate route.  I'm sure you are capable of this.	2	See response to Hillsborough-Wade Common Comment #1.
2024	Hillsborough-Wade	University Club	Alternatives		These options will destroy the University Club. The University Club is such a hidden gem! Our family had hoped that it would be a part of our lives for years to come. It's a place where are our children can be active and are safe. It's a place of great tradition. It would be such a shame to lose it. Please reconsider these plans.	0	See response to Hillsborough-Wade Common Comment #1.
2025	Hillsborough-Wade	University Club	Alternatives		We are so incredibly saddened to see that the University Club would be sacrificed in these plans. Please come tour the club. You can't really tell from the street what an oasis it is. We've only been members a short time and had hoped that our children would grow up there. But, we cannot imagine that the club would withstand this type of project. We were attracted to the club by all the improvements that have been made recently and it looks like so much of the club will be destroyed with this plan. There has to be a better way. Please reconsider reducing the impact on the University Club.	2	See response to Hillsborough-Wade Common Comment #1.



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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2026	Hillsborough-Wade	University Club	Alternatives		All 3 options significantly impact the NCSU University Club. My husband and I have been members for the past 4 years. The club has enhanced the quality of our family time with our senior parents. We have celebrated Valentine's Day and our Anniversary and other numerous special occasions with the Club as our preferred destination due to its history, warmth and superior dedicated staff. During the summer we routinely use the pool venue. The current plans will significantly impact the viability of the Club in it's current state (i.e. essential parking space would be destroyed). We attended the Public Hearing and support sincere consideration of alternative solutions for the necessary widening of I440 that would preserve the legacy and integrity of the NCSU Club experience. Thank you	0	See response to Hillsborough-Wade Common Comment #1.
2027	Hillsborough-Wade	University Club	Alternatives	Right of way	<p>All Alternatives for the Hillsborough St/Wade Ave interchange are unacceptable. Based on out of date maps, each alternative will take 20 acres from the University Club and bring high volume, high speed traffic mere feet from the edge of the Club's family pool. All alternatives will eliminate the tennis courts and the 1-year old concessions building/pro shop. All alternatives will eliminate half of the 9-hole par 3 golf course, which is utilized by Club members and the NC State Golf Team. All alternatives will eliminate all of the parking that is utilized by Club members and the 1000s of non-members, who annually attend wedding receptions, political and civic functions, social and holiday gatherings. All alternatives will cause irreparable financial harm to the University Club and the 100 individuals, whom it employs.</p> <p>My family and I have been members of the University Club since 2014. We find ourselves weekly, and sometimes daily, at the Club, where we have made lasting bonds with the other members of the Club. Membership at the University Club is not exclusive, and membership is open to anyone. If any one of the alternatives is enacted, our lives will be made dimmer as a central part of our lives will be deleted.</p> <p>As evidenced by the numerous reports and suggestions by others at the in-person DOT meeting and here on the comments page, there are other alternatives that NC DOT has not considered. If you proceed in executing one of your 3 published alternatives, you will destroy an established business, destroy a place that serves as a civic and social focal point in the community, and destroy a place that creates memories and builds community for the many families and individuals that utilize the Club. I urge you to use your creativity and invention to please find another alternative than the 3 that you have proposed.</p>	2	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2028	Hillsborough-Wade	University Club	Alternatives		<p>The N.C. State Club on Hillsborough St. is a gem and a vital resource for the University and for Raleigh. Much thought, work and financing have been invested for years to design and develop the grounds and facilities. Nearly a thousand N.C. State faculty, staff and alumni families are members of the Club. Non-members use the facilities for workshops or camps and members of the community at large use the facilities for civic engagement, business meetings, banquets, weddings, etc. It is an integral, important part of the University and Raleigh communities. The plan being proposed by the NC DOT for widening the 440 Beltline puts the safety and very survival of the Club at great risk.</p> <p>When I was being recruited to join the N.C. State University faculty years ago, the N.C. State Faculty Club (now the N.C. State Club) was an important perk for me and my family to motivate us to move to North Carolina. It was, and still is, a place to engage with members of the N.C. State community and for families to bond and grow while developing social and athletic skills. It is truly a unique tool for recruiting faculty and staff and for keeping alumni engaged with the greater community. It has a diverse suite of amenities that includes not only dining but also major swim, tennis, golf, and picnic facilities. My kids grew up there. The friendships that they and we made keep us close to the University and to the Raleigh and Triangle communities. The Club also is a good tool for recruiting outstanding young boys and girls, whether members or not, to plan for a college education as they participate in fun/growth activities.</p> <p>It would be a tragedy for this outstanding venue to be compromised by a road plan that does not adequately assess its value to the many people and groups who work there or participate in its activities. It would affect how we think about whether to remain in Raleigh after these many enjoyable years here.</p>	3	See response to Hillsborough-Wade Common Comment #1.
2032	Hillsborough-Wade	University Club	Alternatives		<p>I am a member of the NCSU University Club. Every option in your current plans will seriously damage our existing facilities and grounds. We have been an asset to the University and community at large since Governor Luther Hodges signed the agreement that this state land was to be used for this purpose. It not only is an affordable, family oriented place for me and my family to treasure, it continues to be an asset for university faculty and employees, Wolfpack Club members, alumni and thousands of Raleigh residents and civic clubs who are not members but utilize the affordable and excellent banquet and meeting spaces. Many of my fellow members are 2nd and 3rd generation members who have grown up using the facilities and enjoying all that it offers. I would hope that DOT considers this history and very real treasure as you develop final plans.</p>	15	See response to Hillsborough-Wade Common Comment #1.
2035	Hillsborough-Wade	University Club	Alternatives		<p>I think it is a crying shame that DOT engineers with all the fancy degrees and computer software cant think of another better way to relieve the congestion in this area. I think it's totally ridiculous to take the u-club tennis courts and parking lot almost all the way up to the pool. What kind of thinking is this? The whole plan is just way too wide in this area. It's not the darn country where you can just take up all the room you want. Yeah, i get that there are speeds and geometry to think of but i have been other places where they seem to be able to figure this out. That club is an asset to the community and is not the Carolina Country Club!</p>	1	See response to Hillsborough-Wade Common Comment #1.
2036	Hillsborough-Wade	University Club	Alternatives		<p>Way too much impact on the University Club! It's not an elite Country Club, but rather a neighborhood gathering spot with track out and summer camps for kids and recreation and dining for hundreds of local families. There has to be a better alternative that taking almost 20 acres from the site.</p>	2	See response to Hillsborough-Wade Common Comment #1.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2041	Hillsborough-Wade	University Club	Alternatives		The University Club has been the center of our family's social life for over 35 years. It serves a need in this community and the DOT plan will destroy it. There simply has to be a better way	4	See response to Hillsborough-Wade Common Comment #1.
2042	Hillsborough-Wade	University Club	Alternatives	Right of way	Any of these 3 proposals would almost certainly result in the University Club closing. I've been a member since I was a child (my father was adjunct faculty). I learned to swim and play golf there, and now my kids are doing the same. They take swimming lessons, tennis lessons, and enjoy dinners and brunches in the company of family and friends. These proposals would all effectively destroy the club, as the relocation of the tennis courts and parking lot would mean no more golf - the only course close by where kids can play without concern for adult golfer frustration. In addition, the proposed road would come so close to the pool that lifeguards would have a difficult time hearing children playing and getting attention, leading to a less safe environment for my children. These proposals are all short sighted as it relates to protecting a 60 year old institution, and the hundreds of families that enjoy the amenities, and I hope the DOT goes back to the drawing board for a plan that has significantly less impact.	1	See responses to Hillsborough-Wade Common Comments #1, #2, and #5.
2044	Hillsborough-Wade	University Club	Alternatives		My family and I are concerned about the project's impact on the NCSU Club facilities. The loss of over 19 of the 40 acres will kill it. This impacts over 150+ employees, 3,200+ members, and thousands of the Raleigh community. The club offers a great service to the local community with camps for kids (open to everyone), banquet facilities and meeting rooms (including non-members), dining, exercise, golf, tennis, and swimming. The club is not part of NCSU and is land locked in the spot with no place to go. There needs to be another option that does not devastate the University club.	0	See response to Hillsborough-Wade Common Comment #1.
2131	Hillsborough-Wade	University Club	Alternatives		None of the three options for the Hillsborough/Wade interchange have assigned enough weight to minimizing the impact on the organizations/businesses impacted by the plans in this corridor, in particular, the NC State University Club. The University Club was not even mentioned when the speaker addressed the impact of this section in the public hearing. The impact of all three plans shown would essentially cause the facility to close. Closing this facility would cost more than 100 jobs, and would have an impact on more than 1,000 Raleigh families. The plans shown might be ideal if planned in an area with more space. The engineering of this section simply must be more creative in an effort to consider and preserve areas that have become such a large part of what so many families love about being a Raleigh resident.	0	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2512	Hillsborough-Wade	University Club	Alternatives	Right of way	<p>Our family joined the NC State Faculty Club, now known as the NC State University Club, in 1981 after my husband joined the faculty of NC State University. We came from Auburn University where there were no comparable facilities available to faculty. The University Club is not a country club but a unique non-profit entity serving Wake County. Over the years we have used the club for hosting dinners, receptions and meetings with visiting professors and professionals as well as for family occasions. We have attended civic organization meetings, university functions and even church activities held there. The gym, pool, tennis courts and golf course provide us with opportunities for daily exercise as recommended by the state health plan. Swim lessons at the pool educated our daughter in life saving skills while tennis camp taught her another set of lessons to last a lifetime. This facility has been an important part of our daily life for the past 36 years.</p> <p>The widening of I-440 from Walnut St in Cary to Wade Avenue in Raleigh, specifically between Hillsborough St and Wade Ave, as currently proposed jeopardizes the future of the University Club. It would require demolition of many of our facilities such as all of the tennis courts, part of the golf course, the nature park, some buildings (housing maintenance, bathrooms, a pro shop, a kitchen and snack bar) and the parking lot plus it eliminates most of our current vegetative buffer. Property would be lost forever while some facilities could be rebuilt onsite at great expense which would require significant compensation. Some type of wall would be needed just to make the facilities (especially the swimming pools which would be situated adjacent to the roadway) safe from close traffic and the noise bearable to those participating in outdoor activities. If this project proceeds as currently planned the University Club will no longer exist as we know it. These changes could threaten the jobs of many or all of our 100 plus employees.</p> <p>In looking at the proposed project plans it is obvious that all three are very similar with respect to the significant effect on University Club property. Why is there no option available to reduce this potentially devastating impact? Some changes to the plan could minimize this such as narrowing shoulders, aligning the eastern edge of the new bridge with that of the existing bridge, keeping the centerline of the roadway in its existing location, adding only one lane in each direction and eliminating the peripheral connection from Hillsborough St to Wade Ave plus retaining the existing loop at outbound Wade Ave to south bound I 440 instead of installing another traffic light on Wade Ave. After attending presentations at the University Club on this project with input from engineers, lawyers and former DOT employees as well as attending the public hearing, we believe there are changes that can be made to the project design to reduce the impact on the University Club without increasing project costs.</p> <p>Thank you for further consideration regarding this matter,          Audrey Brake, M. Ed. John T. Brake, Ph.D., PAS</p>	16	See responses to Hillsborough-Wade Common Comments #1, #3, #4, and #5.
1971	Hillsborough-Wade	University Club	Community Resources		<p>Dear state official, i am a member of swim-team at the nc state university club and this is only my first year please don't take it away it means so much its so awesome and i'm just now starting to make friends and it's very fun all of this means so much to us and we don't want you to take it away! we come together to do so much fun stuff not to mention there is an awesome pool with a slide and diving board it's so fun and and all of that will be gone if you take the club away.again it's only our first year.we will lose all of our very good friends to! we are TSA summer swim champions of division 1 in the triangle! we are such a good team.there is so much fun things to do, imagine if all of that was taken away!:( please don't replace!-sincerely PARKER</p> <p>PLEASE!with a cherry on top i love this place so much we have had so much good awesome fun memories and hanging out we are not even close to being ready to say goodbye!please don't take the u club away.</p> <p>Parker, age9</p>	1	See response to Hillsborough-Wade Common Comment #1.
1972	Hillsborough-Wade	University Club	Community Resources		<p>Dear,state official my name is cooper I'm seven years old.I love swimming for the psycos at the uclub.Please don't take it away!!!!!!! I love making new friends.I liked watching the solar eclipse today at the club too. It makes me feel sad that the club will be taken away by the new road.</p>	0	See response to Hillsborough-Wade Common Comment #1.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1998	Hillsborough-Wade	University Club	Community Recources		As a member of the University Club I would like to point out for those who may not be familiar with the club that is much more than a place for "rich" people to relax and have fun. The club is used by the community for many business meetings, fundraising efforts for various charities, weddings and wedding receptions, as well as providing child care camps during the summer months for golf and tennis. Many Raleigh and Cary working families depend on these camps to fill a much needed service while parents work. In other words, the club is used by many, many non-members on a regular basis. To completely destroy this beautiful setting and the impact it will have on the club is unfathomable.	3	See response to Hillsborough-Wade Common Comment #1.
2046	Hillsborough-Wade	University Club	Community Recources		All of the plans in consideration adversely affect the University Club (and other parties). The University club is not a private/for profit entity but that's how you've been describing it. There seem to be a goal of taking of Club property that is unfair and will likely force the club to close, people to lose jobs, and a community spanning decades to disperse. Given the tremendous resources in the area, not just the University Club but also the greenway and Meredith College, the plan should only involve widening of 440 and closing the Hillsborough intersection. We already have Western and Wade access points, and years of effort and resources have been pouring into slowing down traffic on Hillsborough Street. Now the plan is to increase traffic? That makes no sense and would cause irreparable damage to the area. Thank you.	0	The University Club is defined as private in the EA because members must pay for access to the facilities, and the facilities are not open to the general public at no charge. This is true whether the University Club is for-profit or a non-for-profit organization. See responses to Hillsborough-Wade Common Comments #1, #3, #4, and #10.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2029	Hillsborough-Wade	University Club	Construction		<p>I am the President of the Raleigh Garden Club (RGC) and am responding to the impact the I-440 widening construction project will have. We are a non-profit, philanthropic and educational organization founded in 1925. We are very concerned about the proposed project's impact on the NCSU University Club's facilities. This facility has been used by our organization for many years on the 1st Wednesday of each month, September through May, to hold our general meeting and luncheon, for our current membership of approximately 150, plus guests. This project will be detrimental to our on-going meeting venue and partnership with the University Club, not to mention the damages to the existing facility and grounds of this University treasure. The RGC's objectives include aiding in the protection and conservation of natural resources, promoting civic beautification and encouraging the improvement of roadsides and parks. Being sensitive to conservation of the land, the current plan will damage or eliminate much of the hiking trails, picnic areas, the natural landscape and wooded buffers to this major highway and cause increased air and noise pollution, and safety issues. The proposed plan moves the main I-440 centerline road much closer to the University Club's facilities, eliminating much of the parking, and the right of way even touches the edge of one of the pools.</p> <p>The Raleigh Garden Club also has a partnership with the J. C. Raulston Arboretum and utilizes these facilities for many of our other meetings, events and activities throughout the year. Many of our members are volunteers/members/supporters of the Arboretum and volunteer regularly in various roles. Another of our objectives is to encourage the maintenance of our arboretums and botanical gardens for the advancement of horticulture and the enjoyment and education of the public. We specifically have an on-going committee that maintains the Arboretum's Winter Garden. The widening of I-440 close to the Arboretum will impact access coming from the east on Beryl Road during construction. In conjunction with that project, the Beryl Road/Blue Ridge Road intersection will also be under construction impacting access on Beryl Road from the west. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the Raleigh Garden Club to continue our activities there and for JCRA to fulfill its education and outreach mission.</p> <p>Joyce Moses President, Raleigh Garden Club</p>	1	See response to Arboretum Common Comment #1. None of the Detailed Study Alternatives would impact the hiking trails or picnic area on the University Club site. See also responses to Hillsborough-Wade Common Comments #1 and #2.
1978	Hillsborough-Wade	University Club	Design		<p>The only portion of the new 6-lane I-440 that doesn't sit directly on top of the present 4-lane I-440, is the portion between Hillsborough and Wade Avenues. Instead this proposed portion is moved significantly to the west of the present 4-lane I-440 and would result in the NC-State University Club losing its parking lot, tennis courts, short-game golf practice course, significant portions of its 9-hole par-3 golf course, its outdoor equipment shed and bathrooms, and its water retention pond, and would place the outer lane of the south-bound new 6-lane I-440 within a few feet of our swimming pools. In short, this would likely result in the closing of the NC-State university Club at this location. This would be a tragic loss for the West Raleigh community and the Triangle as well.</p> <p>At the very least NCDOT needs to locate the new 6-lane I-440 directly on top of the old 4-lane I-440 like the rest of the proposed I-440 expansion.</p>	8	See response to Hillsborough-Wade Common Comment #1 and #15.

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Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
387	Hillsborough-Wade	Univ Club & Meredith	Eliminate Hillsborough interchange	Construction	<p>Here are my suggestions:</p> <ul style="list-style-type: none"> <li>-- The footprint for all of the design options of the Hillsborough/Wade Avenue exits are too large and threaten the very existence of the Club. I'm not even sure why the exit off the Beltline onto Hillsborough Street is needed as Raleigh has already downsized Hillsborough Street.</li> <li>-- There is no reason why another option shouldn't be considered as any of the proposed options would have a devastating impact to University Club &amp; Meredith College.</li> <li>-- Sound and sight barriers must be a required for the University Club facilities to remain viable.</li> <li>-- Other Transportation Modes (Bicycle &amp; Pedestrian) should be encouraged as there is presently no safe way to arrive at the University Club without driving a motorized vehicle (I've walked to and from the University Club many times from my home)..</li> <li>-- The timing of Hillsborough Street &amp; Blue Ridge Road Project must not overlap with the Hillsborough/Wade Avenue work as it would choke all traffic to and from the University Club.</li> <li>-- The NC State Foundation needs to partner more effectively with Raleigh on Road &amp; Parking Projects in order to maximize opportunities to develop West Raleigh.</li> </ul>	3	See responses to Hillsborough-Wade Common Comments #1, #2,#6, #10 and #13. A multi-use path will be constructed through the Hillsborough St interchange area up to Linda Murphy Dr, which is the University Club entrance. The Blue Ridge Rd grade separation with Hillsborough St and the railroad tracks (NCDOT Project U-4437) will be awarded to the same design-build team as the I-440 project to ensure coordination between the projects during construction.
390	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange		I also vote for no Hillsborough Street exit. The plans displayed here destroy the University Club by taking all the parking and tennis courts and putting traffic, lights and infrastructure so close to the swimming pool and clubhouse as to ruin the experience of being outdoors on this land.	1	See responses to Hillsborough-Wade Common Comments #1 and #10.
1966	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange		The impact of the project is substantial and detrimental to the University Club ... please eliminate the Hillsborough Street interchange!	2	See responses to Hillsborough-Wade Common Comments #1 and #10.
1967	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange		This project as it is currently designed not only jeopardizes my extended family; all 1000+ member and staff families - over 3000 people; the 50,000+ members of our community that use the facility annually but it also jeopardizes THE CONTINUED EXISTENCE OF THE UNIVERSITY CLUB ITSELF as we know it. PLEASE redesign or eliminate the access roads between Wade Ave and Hillsborough Street on both sides!	2	See responses to Hillsborough-Wade Common Comments#1, #3, and #10.
1984	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange	Right of way	<p>All options have a huge impact on the University Club, which is NOT a country club. It is a recreational facility for all of Raleigh, and one of few recreational options in Western Raleigh. The university club would lose all it's tennis courts, parking, and the right of way is way too close to the pool, which creates a hazard for swimmers (pollution and potential runaway cars). University Club offers meeting and banquet facilities at a reasonable price. Over 900+ families would be impacted from this plan.</p> <p>Is an exit off of Hillsborough even required? Could the impact be reduced such that Meredith and University Club aren't impacted so severely?</p> <p>This plan will essentially kill the survival of this valued Raleigh facility. I sincerely hope for the families and workers impacted that alternatives can be created.</p>	3	See responses to Hillsborough-Wade Common Comments #1 and #10.
2011	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange		Please reconsider all of these options. As an NCSU alumni who has been in Raleigh 25 years, I can tell you that I'd rather lose the Hillsborough Street Exit than greatly impact Meredith College and the NC State University Club. The revamping of Hillsborough Street over the years has made it undesirable to travel down. An exit is not needed. To get to Meredith College, we can travel down Wade Avenue. To get to NCSU we can travel down Western Blvd. To get to the NC State Fair and Vet School we can travel down Blue Ridge.	1	See responses to Hillsborough-Wade Common Comments #1, #6, and #10.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2019	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange	Construction	<p>I am a member of the University Club and a former graduate of NC State. My wife, my two children and my three grandchildren are also members. We swim at the pool and I play golf in the golf league. The Club is a big part of our social life and I remember giving a swim exhibition during my sophomore year while on the Swim team at NC State in 1972.</p> <p>Here are my suggestions:</p> <p>--The footprint for all of the design options of the Hillsborough/Wade Avenue exits are too large and threaten the very existence of the Club. I'm not even sure why the exit off the Beltline onto Hillsborough Street is needed as Raleigh has already downsized Hillsborough Street.</p> <p>--There is no reason why another option shouldn't be considered as any of the proposed options would have a devastating impact to University Club &amp; Meredith College.</p> <p>--Sound and sight barriers must be a required for the University Club facilities to remain viable.</p> <p>--Other Transportation Modes (Bicycle &amp; Pedestrian) should be encouraged as there is presently no safe way to arrive at the University Club without driving a motorized vehicle (I've walked to and from the University Club many times from my home)..</p> <p>--The timing of Hillsborough Street &amp; Blue Ridge Road Project must not overlap with the Hillsborough/Wade Avenue work as it would choke all traffic to and from the University Club.</p> <p>--The NC State Foundation needs to partner more effectively with Raleigh on Road &amp; Parking Projects in order to maximize opportunities to develop West Raleigh.</p>	2	See responses to Hillsborough-Wade Common Comments #1, #2,#6, #10 and #13. A multi-use path will be constructed through the Hillsborough St interchange area up to Linda Murphy Dr, which is the University Club entrance. The Blue Ridge Rd grade separation with Hillsborough St and the railroad tracks (NCDOT Project U-4437) will be awarded to the same design-build team as the I-440 project to ensure proper coordination between the projects during construction.
2031	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange	Alternatives	Please go back to the drawing board. I live in this area. I am a member of NC State University club and have been for almost 30 years. This will so severely impact the NCstate University club, I don't know how it can continue to operate. I find these totally non-workable plans. I would suggest minimizing the Hillsborough St exit ramp or eliminating it. That "take" of property is too big and too costly for the NC State Club and its future.	0	See responses to Hillsborough-Wade Common Comments #1 and #10.
2043	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange	Right of way	All three options negatively impact the University Club greatly. Please consider removing the exit to Hillsborough Street. This will help to calm traffic on Hillsborough street making it more biker/pedestrian friendly. Also it will save the taxpayers money and save the Uclub. Thank you.	1	See responses to Hillsborough-Wade Common Comments #1 and #10.
2045	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange		This is a death nail to the NC State University Club and this plan simply looks like overkill for these two interchanges. Eliminate the Hillsborough St. Exit and save these two properties.	0	See responses to Hillsborough-Wade Common Comments #1 and #10.
2050	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange		I have friends who belong to University Club and I play tennis there several times per year. I feel bad for them; the tennis and parking will be obliterated and because the land is owned by the State, it's my understanding there is little compensation offered. They just built a beautiful new out-building between the tennis and pool; it'll remain. I think the problem is that Hillsborough St, Wade Ave and Western Blvd are too close; perhaps an alternative that improves I-440/Wade and I-440/Western but without direct access to/from I-440 and Hillsborough St.	12	See responses to Hillsborough-Wade Common Comments #1, #3, and #10.



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2103	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange	Design	The impact on the NC State University Club from all of the 3 alternatives will be devastating if implemented as shown. All 3 take 19+ acres of land from the club which is a substantial amount of the club's approximate 40 acre campus. The club has provided social, meeting and recreational venues for NC State faculty, staff, alumni and the public since it was formed in 1961 following a lease signed by then Governor Luther Hodges and which was later modified by Governor Jim Hunt. The acreage that would be lost from any of the 3 alternatives would culminate in the loss of the tennis courts, parking lot and part of the golf course. These outdoor facilities are a necessary part of any club compound and the loss of them would render the property as a club untenable. Additional design alternatives should consider the elimination of this exit or the use of an elevated highway that would allow stacking the roads to minimize the loss of land for both the University Club and Meredith College.	8	See responses to Hillsborough-Wade Common Comments #1, #3, #4, and #10.
2105	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange		This project as it is currently designed not only jeopardizes my extended family; all 1000+ member and staff families - over 3000 people; the 50,000+ members of our community that use the facility annually but it also jeopardizes THE CONTINUED EXISTENCE OF THE UNIVERSITY CLUB ITSELF as we know it. PLEASE redesign or eliminate the access roads between Wade Ave and Hillsborough Street on both sides!	0	See responses to Hillsborough-Wade Common Comments #1, #3, #4, and #10.
2109	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange	Right of way	there is much talk about this project closing the University Club. Some people think that is unnecessary. My perspective is it will not happen as soon as the construction fences go up but rather be a slow death. As current members come out and see the impact of the road and decide they don't want to use the facility due to the noise and visual pollution from traffic, membership will gradually decline. Prospective members will have the same opinion and eliminate future growth. Within a few years the club will not longer be able to operate and will close its doors. Eliminate the Hillsborough Street exchange and eliminate the impact on both sides of the beltline	12	See responses to Hillsborough-Wade Common Comments #1, #2, #4, and #10.
2457	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange		Please eliminate the interchange. I use that area frequently, and there is adequate access to the area through Wade and/or Western Boulevard. Alternatively, please reduce the impact on the NC State Club. I used to be a member and tennis player there, and the project will devastate the club and prevent future members from enjoying it as I and my family did. I have considered rejoining, but would not do so if the changes are made that would be necessary to accommodate ANY of the three options.	0	See responses to Hillsborough-Wade Common Comments #1 and #10.
2557	Hillsborough-Wade	University Club	Eliminate Hillsborough interchange	Design	I am a NCSU Club member. I don't consider any of the alternatives viable to the future of our club. In fact I don't even consider them alternatives, just redrawing of the same plan. Have you considered real alternatives like 1) no exit to/from Hillsborough from 440, 2) Make 440 an underground tunnel between Wade and Hillsborough, it could be as wide as you wanted with no impact, 3) Make 440 a double decker, add the new lanes needed as the upper deck.	3	See responses to Hillsborough-Wade Common Comments #1 and #10. Making I-440 a tunnel or a trench could potentially reduce the footprint, but maintaining traffic on this important roadway during construction would be difficult, with long periods (months) of complete closure. Regarding building up, in the Wade Ave and Hillsborough St interchange area, the on/off ramps need to be upgraded to current NCDOT and FHWA design standards in addition to adding the extra through lane in each direction along I-440. Building the extra through lanes as express lanes above the existing roadway would not address the need to upgrade the on/off ramps, which are what cause the footprint to expand outside the existing right of way.

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2003	Hillsborough-Wade	University Club	Noise	Water resources	I'm concerned that the health and safety measures are not being considered that will affect the over 3,298 members of the NCSU Club. The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin.	0	See response to Hillsborough-Wade Common Comment #2.
1970	Hillsborough-Wade	University Club	Other		Save the University Club!	0	See response to Hillsborough-Wade Common Comment #1.
1982	Hillsborough-Wade	University Club	Other		Club will be affected. Please educate yourself as to how before commenting something so definitive.	4	See response to Hillsborough-Wade Common Comment #1.
1989	Hillsborough-Wade	University Club	Other		<p>The University Clue (UC) has a strong and long tradition in providing for numerous youth programs for members and non-members (including summer camps) and services with its facilities; these children and programs are at serious risk as a result of the I-440 widening project (Project)</p> <p>Many state offices, university offices, non-profits, businesses and individuals alike have meetings and conferences at the UC the availability of providing for these groups is severely impacted with the Project</p> <p>The UC and its facilities provide a healthy athletic venue (swim team, tennis, golf, running, gym, and more) in providing for a healthy lifestyle; this active and healthy lifestyle will be diminished severely with the Project</p>	0	See responses to Hillsborough-Wade Common Comments #1 and #3.
1990	Hillsborough-Wade	University Club	Other		<p>The University Club (UC) has a strong and long tradition in providing for numerous youth programs for members and non-members (including summer camps) and services with its facilities, these children and programs are at serious risk as a result of the I-440 widening project (project)</p> <p>Many state offices, university offices, non-profits, businesses and individuals alike have meetings and conferences at the UC the availability of providing for these groups is severely impacted with the Project</p> <p>The UC and its facilities provide a healthy athletic venue (swim team, tennis, golf, running, gym, and more) in providing for a healthy lifestyle; this active and healthy lifestyle will be diminished severely with the Project</p>	0	See responses to Hillsborough-Wade Common Comments #1 and #3.
2006	Hillsborough-Wade	University Club	Other		put the parking on the other side, club itself isn't effected	0	Comment acknowledged.
324	Hillsborough-Wade	University Club	Right of way		All three options have a terrible impact on the areas that are currently visually pleasing. There are changes being made to slow traffic along Hillsborough Street - why make a major interchange there? We need to encourage traffic to flow down Western Blvd. Traveling on Wade Avenue is already heavy, and most drivers don't obey the 35 mph speed limit. These two areas are our neighborhoods. There are VERY FEW affordable places ITB where my teenagers can hang out. The huge impact these options have on the club will take this away! Sorry, but if this was impacting RCC or CCC, I doubt it would happen!	1	See responses to Hillsborough-Wade Common Comments #1 and #10.

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378	Hillsborough-Wade	University Club	Right of way		I think all three designs are poorly thought-out and the environmental assessment is inadequate and incomplete. These designs are all take too much land from Meredith and the University Club. The impact on both is tremendous and in the case of the University Club likely permanently destroys this important resource in west Raleigh that is used by tens of thousands of people per year. Why? The excessive widening by adding the "service roads/ramps" will have a devastating financial impact on the club and the club is a huge social asset to Raleigh and thousands of Raleigh residents - not just members. These three project plans all cause the tennis courts and the parking lot to be moved and some of the buildings will also need to be rebuilt- all currently at an expense to the club that it cannot afford. Moving them would necessitate taking land from the small 9 hole golf course, which means eliminating it. The close proximity of the road and the noise and air pollution will make the pool and club much less appealing to members and users - further causing financial impact. So the clubs amenities and usefulness will be substantially reduced while at the same time the members and users would have to increase dues, assessments and fees to pay to relocate the tennis, parking and support buildings. Charging more money for less amenities and usefulness will not work and therefore the club is likely to cease operations. This would be a huge loss to many people in the community and apparently has not been considered in the impact assessment. Moreover, it is just not clear that the the improvement to the interchanges cannot be accomplished with must less land. NCDOT needs to redesign the plans so the amount of land taken from the University Club and Meredith is significantly reduced. It also needs to include money in the project cost to reimburse the University Club for the expenses to change/relocate its facilities (tennis, parking, buildings) if impacted by the widening project. Finally, it need to build a high noise/visibility wall along the road on on both sides between Wade and Hillsborough St.	1	The Environmental Assessment (EA) adequately addresses the potential impacts of the Detailed Study Alternatives on the human and natural environments. The potential impacts to the University Club are discussed on page 3-7 of the EA and are accounted for in the estimate of right of way costs. See responses to Hillsborough-Wade Common Comments #1, #2, #3, and #5.
1960	Hillsborough-Wade	University Club	Right of way		The plans will put an end to the University Club. The club not only serves members, faculty and staff, but many community businesses and residents. The club is a major catering facility that serves many businesses and families. I personally attend several business events there a year and recommend it to others. As a club member, the current plans will ruin the club. The golf and tennis programs will have to be eliminated.	0	See response to Hillsborough-Wade Common Comment #1.
1964	Hillsborough-Wade	University Club	Right of way		All options take over 40% of the useable land of the NC State University Club. This is unreasonable to add one lane in each direction of I-440.	2	See response to Hillsborough-Wade Common Comment #1.
1968	Hillsborough-Wade	University Club	Right of way		The University club will loose almost half of its 40 acre site. As the second of four generations that have enjoyed the tranquil setting and views from the club I implore you to find a better alternative. This is not a country club. It serves mostly middle class workers, alumni, and faculty who have little other choices in West Raleigh. The members are not here for four years and then gone, many start out as children and continue through adulthood. I've been a member for almost 50 years. My family would be devastated if we loose the club.	15	See response to Hillsborough-Wade Common Comment #1.

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1975	Hillsborough-Wade	University Club	Right of way		The University club offers a key recruiting tool for Faculty. Additionally as a former employee of NCSU, this facility provides an informal meeting environment for Faculty, Engineers, business people and entrepreneurs. The relaxed social environment while young family's kids are entertained has help incubate great entrepreneurial, collaborative ideas. Any alternative that takes away from an already tight location will surely be an end to the club. There are simply too many private, neighborhood clubs that would be more attractive to families once these proposed changes are put into place. If these are the only options, is it possible that relocation of the club can be part of this project? Maybe Centennial campus, maybe Dix campus?	0	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.
1977	Hillsborough-Wade	University Club	Right of way		I have been a member of the University Club for 34 years. All of the proposed plans will mark the end of the Club as we know it and will most likely cause its total demise. Do not let that happen!	3	See response to Hillsborough-Wade Common Comment #1.
1979	Hillsborough-Wade	University Club	Right of way		Strongly oppose this plan, as it will be detrimental to the NC State University Club. Taking over 19 acres from this well established facility that serves the community in many ways will be a tragedy. There has to be a better alternative.	1	See response to Hillsborough-Wade Common Comment #1.
1981	Hillsborough-Wade	University Club	Right of way		The negative impact to the University Club far too great. The University Club is used by Raleigh families, civic groups, and small businesses as an affordable location for meetings and recreation. All proposed plans take so much from the university club it could force the club to close. The loss of jobs, the loss of meeting space for civic groups, the potential recruitment loss for top faculty to NCSU, and the loss of an affordable space for Raleigh families to enjoy summer camps, swimming, tennis, and golf would be a huge loss for the city of Raleigh. The loss of all of this for an exit ramp onto Hillsborough St, which has been revamped to not be a thorofare.	10	See responses to Hillsborough-Wade Common Comments #1, #3, #4, and #10.
1994	Hillsborough-Wade	University Club	Right of way		The NCSU University Club is a wonderful asset to the community, faculty, and many families. This project could seriously jeopardize its ability to stay open. Like others, I strongly prefer an option (unlike the three presented), that has significantly less impact to the NCSU University Club (and Meredith College).	6	See response to Hillsborough-Wade Common Comment #1.
1995	Hillsborough-Wade	University Club	Right of way		The University Club is not owned by NCSU, we the members own it we do not have any options other than closing if they do that. They need to reduce the lines through the two exits.	9	See response to Hillsborough-Wade Common Comment #1.
1997	Hillsborough-Wade	University Club	Right of way		The impacts of this plan could cause the University club to shut down. That is over 100 jobs lost (2 Million in payroll lost). That is kids (both member and non members) golf, swimming, and tennis camps gone. This would mean no more swim club, no more meeting sites for groups and weddings (50,000 plus people used club facilities last year) the reason for club to shut down is due to this plan taking out tennis courts, golf, pro shop, parking, as well as snack bar. The cost to rebuild if able to rebuild could cause dues to go up so much to where there is loss in membership and not able to obtain new members. For most this club is an affordable place to bring their kids and family. Not everyone can afford places like Carolina Country Club, North Hills Club, etc. please thake into consideration the astronomic impacts this plan has on the University Club	3	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.
1999	Hillsborough-Wade	University Club	Right of way		As an NCSU faculty member the University Club is the only affordable place for my family to swim and play tennis. I grew up with a similar club and I hoped for the same for my kids. This will be a large negative impact on the hundreds of members of the club.	24	See response to Hillsborough-Wade Common Comment #1.

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2002	Hillsborough-Wade	University Club	Right of way		The impact of all plans on NC State's University Club would be devastating to the to the club. Meaning, it most likely wouldn't survive , which would be incredibly unfortunate and sad. It is a Raleigh institution that has such a positive impact on so many lives. It's way more than just a "country club" and supports many people and local organizations. It also provides jobs, taxes and is a huge help in recruiting some top talent/professors to the area. Please come up with alternatives that will spare the UClub.	9	See response to Hillsborough-Wade Common Comment #1.
2005	Hillsborough-Wade	University Club	Right of way		All THREE options have a seriously negative impact on the University Club. Please avoid putting us out of business. As designed, the tennis courts and parking lots will be gone, and the pool will be overlooking a highway. This is a serious problem for the University Club, and will put us out of business. Please reconsider.	0	See response to Hillsborough-Wade Common Comment #1.
2015	Hillsborough-Wade	University Club	Right of way	Public transit	This is an inane comment! The University Club facilities are in great shape .....not really so "old" at all. They have not only been nicely updated in recent years and the club has a lovely new addition. The pool has been dramatically expanded and updated with a brand new outdoor food facility which would be lost to any of these roadway expansion alternatives. The par 3 golf course has also been dramatically improved, to which as a regular user I can readily attest. If you are so traffic-friendly at the expense of these two fine and threatened institutions, I suggest that you start vigorously supporting the light rail rapid transit that the Triangle area needs now and will need even more in the future.	1	The new snack bar/pro shop building would not be impacted by the Detailed Study Alternatives. Also, see response to Hillsborough-Wade Common Comment #13 regarding public transit.
2030	Hillsborough-Wade	University Club	Right of way		I have been a member of the University Club since 2005. I joined the Club because I am an NC State graduate, had close friends who were members there, wanted access to a nice swimming pool in the summer and membership was very affordable compared to other club facilities in the Raleigh area. After attending the Public Hearing last night, I am more convinced than ever the Club. Will be put out of business if any of the I-440 proposals for Wade Avenue/Hillsborough Stret presented to date are implemented. Since 2008, the Club has undergone some new additions and facility enhancements - a new kitchen, additional dining space, an outside patio and fire pit, a saline swimming pool for adult lap swimming and competitive swim meets and a combined swimming pool/tennis snack bar and tennis pro shop. These improvements were financed by gifts from Club members and additional monthly dues of \$35.00 beginning in May of 2008 and \$45.00 beginning inFebruary of 2013. These amounts continue to be due and will be paid by members for the foreseeable future. So each of the 950 plus members of the club have a stake in the outcome of this project. To lose 19 acres out of the 40 plus acres that comprise this property, including all the tennis courts, main parking lot and swimming pool/tennis snack bar/pro shop without a good alternative for replacement will make membership less attractive and will result in many current members seeking other options, especially since the new road will butt right up against the current swimming pools. I truly believe NCDOT can do better. Sally Williamson Greaser	14	See responses to Hillsborough-Wade Common Comments #1,#3, and #5.

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2033	Hillsborough-Wade	University Club	Right of way		I believe the proposed I-440 widening would cause the NCSU University Club to close. Our family has been members of the Club since 1999. Besides frequently use swimming, dining, golf and fitness facilities, the Club has provided a community of friends for our entire family. The proposed I-440 widening plans are a shocking expansion of the impacts to the club and are far more damaging than anything communicated previously. The proposed road widening would negate recent multi-million dollar improvements to club facilities and cause a loss of membership that would certainly threaten the future viability of the Club. The NCSU University Club has been a place that my family has enjoyed for nearly 20 years. It's an important asset to the university and the City of Raleigh as an incentive to attract and keep talented educators and researchers. Any plans for I-440 should incorporate the continued viability of a first-class NCSU University Club.	2	See response to Hillsborough-Wade Common Comment #1.
2037	Hillsborough-Wade	University Club	Right of way		All 3 designs have immediate impact to the University Club. It would be devastating!	11	See response to Hillsborough-Wade Common Comment #1.
2038	Hillsborough-Wade	University Club	Right of way	Eliminate Hillsborough interchange	All options are simply too damaging to this area! As a 20+ yr resident of West Raleigh, a 15+ yr member of the University Club and an alumni of NCSU I have lived and worked on this side of town for over 30 years. Removing over 19 acres of a 45 acre club will more than likely close the doors on an institution which has been around for over 50 years. The DOT would be the cause of a major West Raleigh business being closed...just TOTALLY UNACCEPTABLE !! Please consider removing the off ramps and simply adding a highway lane.	0	See responses to Hillsborough-Wade Common Comments #1 and #10.
2040	Hillsborough-Wade	University Club	Right of way		All options take away a lot of the University Club and will have an effect on the viability of the club in the future.	1	See response to Hillsborough-Wade Common Comment #1.
2047	Hillsborough-Wade	University Club	Right of way		As a member of the University Club where our family spends so much quality time together - the impact on that ultimately impacts our whole family. It's a healthy place to be- this project wrongly destroys that setting.	1	See response to Hillsborough-Wade Common Comment #1.
2049	Hillsborough-Wade	University Club	Right of way		Part of the fabric of Raleigh is the University Club - to take its property is deplorable.	4	See response to Hillsborough-Wade Common Comment #1.
2051	Hillsborough-Wade	University Club	Right of way		*i have been a member of the NC State University Club for almost 50 years, my concern for our future is great. I have enjoyed and appreciated the environment there which has been comfortable and welcoming. It has been wonderful to enjoy the activities with my daughter, friends and coworkers all these years. Having served on numerous committees, The Board of Directors and as Preesident, I realize my in interest is well vested. Theclub contributes to the economic well-being of our community through our sales taxes as well as our environmental efforts to be as "green" as possible. We are proud of our staff which numbers over 100 and are concerned for their future as well as that of the membership. The serve not just the members but numerous civic groups and private activities. The membership has been actively involved in contributions for new programs, supporting activities and individual donations to enable the major reneovations and additions that have taken place these several years.	0	See responses to Hillsborough-Wade Common Comments #1 and #4.
2054	Hillsborough-Wade	University Club	Right of way		The NC State University Club has been very important to my family. I realize that the NC DOT is doing everything it can to protect people's interests, but in the plans I have seen, our club would pretty much cease to exist. Please do everything you can to minimize the effect of the I-440 expansion on our grounds.	3	See response to Hillsborough-Wade Common Comment #1.

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2245	Hillsborough-Wade	University Club	Right of way		Please consider the impact these plans will have on the University Club. This is a wonderful 50 year old establishment that has been a source of community spirit for generations of families who may not be able to afford access to these same amenities elsewhere.	1	See response to Hillsborough-Wade Common Comment #1.
2374	Hillsborough-Wade	University Club	Right of way		No plan is acceptable to me. It destroys too much of the University Club property. There should be a plan where we do not lose all the tennis courts, all the parking, golf course practice field for NC State Athletics and the maintenance Buildings and nature park and pavilion.	1	See response to Hillsborough-Wade Common Comment #1.
2376	Hillsborough-Wade	University Club	Right of way		Don't like effect on NCSU University Club, you can't replace land	0	See response to Hillsborough-Wade Common Comment #1.
2394	Hillsborough-Wade	University Club	Right of way	Public involvement	<p>As an NCSU alumni, NCSU University club member and long-standing recipient of the Faculty club facilities, I urge you reconsider this proposed project.</p> <p>Enclosed please find my personal reasons, the community benefits at stake and a possible solution to rethink this project.</p> <p>More than 50 years old the club has significant history, and the club has been serving the University community for a long time. I've attended meetings, parties, weddings and had my wedding reception at the University club. Some of the best memories are with the University club, watching fireworks on the 4th of July, star-gazing, watching movies, family camping and much more. The current proposal will greatly impair the club and may impact it beyond surviving.</p> <p>The club not only serves thousands of people, but provides a load balancing service to other resources in the community. Speaking of the community, the club has been a stellar steward of the community and somehow stands most to lose in this proposal. In fact, as recently as February the club was only said to lose four tennis courts. Then by May the club's interest was removed as a stakeholder in the project and all tennis courts, all the University practice golf course, the parking lot and the new construction are in jeopardy. That's just a wrong way to handle something that will affect thousands of people, millions of dollars, jobs and families.</p> <p>Finally I question the necessity for such an expansion to this interchange proposed. As a tax paying citizen, beyond refurbishment to the existing system, I'd rather see cycles on mass transit to offload the transportation volume. With that said, and in an effort to work with the current proposal I have redrawn the interchange slightly to better accommodate all interests. See attached:</p>	0	The University Club has been a stakeholder and a member of the Stakeholder Advisory Committee throughout the project development process, as discussed in EA Section 4.4 The estimated footprint of the alternatives at the University Club did get larger between the initial concept sketches and the more detailed preliminary designs of the Detailed Study Alternatives shown in the EA. This is explained in Section 2.4.2 of the EA. Attachments could not be included in the on-line comment forum, so the referenced attachment was not available for review. See also Hillsborough-Wade Common Comments #1, #3, and #13.
2409	Hillsborough-Wade	University Club	Right of way		None of these options are viable, as they effectively end the NC State University Club, a valuable community resource in a part of town that is void of community resources. First and foremost, it would render NC State the only of its peers to not have a facility, hurting recruitment and retainment of faculty and engagement of alumni. But it also does a lot to serve non-members throughout the community. A plan for 440 improvements can't include what amounts to fatal changes to a community hub that affects so many.	2	See response to Hillsborough-Wade Common Comment #1.
1811	Hillsborough-Wade	University Club	Right of way		All three options would both effect Meredith College, and would effect the North Carolina State University Club. We have been members of the University Club for more than 20 years, we use the golf course and tennis courts daily we also use the pool and snack bar every day of the summer almost. I have grown up swimming and playing at the university club. You most come up with another option this awful to do such a thing. I will be contacting Governor Cooper....	10	See response to Hillsborough-Wade Common Comment #1.

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1963	Hillsborough-Wade	University Club	Right of way		I am very concerned about the proposed project and its impact on the NCSU Club facilities. The loss of over 19 acres of land at this facility will have a devastating impact on its operations and membership. The University Club has been an asset to thousands of the Raleigh community. There are also numerous civic and collegiate organizations that frequent this Club from throughout the greater Raleigh area. What is the plan to make sure the NCSU Club is properly compensated for these losses?	0	See responses to Hillsborough-Wade Common Comments #1 and #3.
1965	Hillsborough-Wade	University Club	Right of way	Safety	<p>this project means the end to the north Carolina state university club, period. the state chose the easiest people to steal land from and gave no consideration tp the faculty and staff of the university. UNC CH has a state funded beautiful club, with a full golf course and incredible dining facilities on top of the tennis courts and top notch swimming pool. All NC State faculty and staff had was this one dinky club, and the state has chosen to take it away as well.</p> <p>The entire project needs to be reconsidered. At the very least, much \$\$ needs to be awarded to the NCSU club so that they can take down trees and rebuild the golf course. To date, the state is just appropriating the land with NO REIMBURSEMENT.</p> <p>The proposed location of the highway places it within feet of the existing pool at the club. From a safety standpoint alone, this move should be reconsidered. What happens if a car going too fast peels off the exit ramp, flies through the air, and lands onto a pool deck full of children? I see lawsuits that the state rightfully deserves.</p> <p>THERE HAS GOT TO BE A BETTER WAY!</p>	1	See responses to Hillsborough-Wade Common Comments #1, #3, and #5.
1974	Hillsborough-Wade	University Club	Right of way		<p>Dear NC Dot Staff:</p> <p>We urge you not to encroach on the University Club facilities for this Walnut to Wade I 440 project.</p> <p>The positive impact that the U-Club has had on our community has been tremendous and cannot be measured. It is a rare jewel in Wake County which performs vital community services to our families.</p> <p>Each year thousands of our people of all ages enjoy the tennis facility, swimming pool, golf course and the main building which is used for special events, meetings and dining. Our son, Jay White, has been the long-time director of tennis and was also married at the U-Club in the renovated ball room. It was spectacular.</p> <p>Each year several thousand people enjoy tennis leagues, recreational play and tennis sports camps for ages 6-16. The camps have been operated for the past 10 years!</p> <p>The Club is flourishing now because our county, state and nation are greatly in need of facilities and positive activities for families and young people.</p> <p>Please do not encroach on the University Club which has meant so much to so many over the past five decades. Institutions like the U-Club and Meredith University have been built with great sacrifice; and they are not built overnight. Use all of your talent and effort to find a better way.</p> <p>Thank you.</p> <p>Jim and Harriet White          Residents of Raleigh          JW: Associate Athletic Director for 23 years at NC State (Ret. 2010)          jimwhiteks@aol.com</p>	1	See response to Hillsborough-Wade Common Comment #1.



### On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1976	Hillsborough-Wade	University Club	Right of way		All the options have a huge impact on the University Club. It's not a fancy country club, but an affordable neighborhood institution where our kids go to summer and track our camps, learn to play tennis and to swim, and it's the only large pool in the area. These older neighborhoods were not built with community pools. It would be a shame to destroy the UClub. I understand the need to widen the road, but there has to be a better solution.	6	See response to Hillsborough-Wade Common Comment #1.
1983	Hillsborough-Wade	University Club	Right of way		The options provided have too much of a negative impact on the NC State University Club. Losing over 19 acres of land and several key facilities will be a devastating loss to the long-standing club. I am worried such a significant change to the make-up of the university club could cause this facility to shut its doors. This facility employs 100+ employees and has over 3200 families that are proud to be associated with the club. If forced to lose some of its property, how does the state plan to compensate the club for these losses?	2	See responses to Hillsborough-Wade Common Comments #1, #3, and #4.
1991	Hillsborough-Wade	University Club	Right of way		As a member of the University Club I can't support any of the options. More than likely club membership would dwindle drastically and the club could potentially close. We have had an improvement campaign where members have been paying for over many years, putting hundreds of thousands of dollars into the existing structure, grounds, and building of new structures and facilities. This plan would essentially do away with some of the brand-new structures and compromise the experience entirely. I would suggest pursuing traffic calming in these areas, as opposed to widening, to help reduce incidents of accidents. All the members I've spoken to regarding this development have said they would drop the membership if such a loss of property, which would result in loss of amenities as well as noise barriers, were to move forward. Additionally, Meredith College would be drastically impaired.	13	See responses to Hillsborough-Wade Common Comments #1 through #4. Regarding traffic calming, these types of measures include reducing speed limits and lane widths. These measures are not appropriate for an interstate facility such as I-440. Upgrading the facility to current NCDOT and FHWA design standards will improve traffic flow and congestion and make merging and exiting the highway safer and more efficient.
1992	Hillsborough-Wade	University Club	Right of way		I am a University Club Member and this is going to be a death sentence. It is very upsetting for our community. I understand the need for the project, but my concern is that this just isn't going to help the traffic. That would be a tragedy to lose the University Club and a problem (I agree traffic is bad there) not be solved. I would reconsider the need for this.	0	See response to Hillsborough-Wade Common Comments #1 and #3.

### On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2000	Hillsborough-Wade	University Club	Right of way	Water resources	<p>I am very concerned about the proposed project's impact on the NCSU Club facilities. The loss of over 19 acres of land at this facility will have a devastating impact on this fifty-year-old facility that has been an asset to thousands of the Raleigh community, the Faculty and Alumni of the University and over 155 staff members and their families would be adversely affected by the current design.</p> <p>As a member of NCSU Club, I am concerned that the taking of an extensive portion of the land the Club utilizes in service to the greater Raleigh community and the Faculty and Alumni of NCSU that this would jeopardize a Raleigh tradition for over 50 years and force the Club to shut its doors. This would eliminate a consistent employer of over 110 staff members and eliminate a business that has contributed financially to the city and state through its tax base for over 50 years.</p> <p>Is the state of North Carolina willing to walk away from a 50-year-old established entity that contributes \$73,000.00 from employees to the state income tax base, \$15k in unemployment taxes annually and \$10k in state sales tax or the 18k in county sales taxes annually, not to mention displacing 3,200 families and destroying an asset that has served the over 1,300 + faculty members and over 20k alumni members for over 50 years. There are also numerous civic and collegiate organizations that frequent this Club from throughout the greater Raleigh area. What is the plan to make sure the NCSU Club is properly compensated for these losses?</p> <p>What health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin? I did not see these concerns addressed in the plans as presented that will affect myself and my family.</p>	3	See responses to Hillsborough-Wade Common Comments #1, #2, #3, #4, and #5.

### On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2001	Hillsborough-Wade	University Club	Right of way	Water resources	<p>We are very concerned about the proposed project's impact on the NCSU Club facilities. The loss of over 19 acres of land at this facility will have a devastating impact on this fifty-year-old facility that has been an asset to thousands of the Raleigh community, the Faculty and Alumni of the University and over 155 staff members and their families would be adversely affected by the current design.</p> <p>As a member of NCSU Club, I am concerned that the taking of an extensive portion of the land the Club utilizes in service to the greater Raleigh community and the Faculty and Alumni of NCSU that this would jeopardize a Raleigh tradition for over 50 years and force the Club to shut its doors. This would eliminate a consistent employer of over 110 staff members and eliminate a business that has contributed financially to the city and state through its tax base for over 50 years.</p> <p>Is the state of North Carolina willing to walk away from a 50-year-old established entity that contributes \$73,000.00 from employees to the state income tax base, \$15k in unemployment taxes annually and \$10k in state sales tax or the 18k in county sales taxes annually, not to mention displacing 3,200 families and destroying an asset that has served the over 1,300 + faculty members and over 20k alumni members for over 50 years. There are also numerous civic and collegiate organizations that frequent this Club from throughout the greater Raleigh area. What is the plan to make sure the NCSU Club is properly compensated for these losses?</p> <p>What health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin? I did not see these concerns addressed in the plans as presented that will affect myself and my family.</p>	0	See responses to Hillsborough-Wade Common Comments #1, #2, #3, #4, and #5.

### On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2016	Hillsborough-Wade	University Club	Right of way	Water resources	<p>--We are very concerned about the proposed project's impact on the NCSU Club facilities. The loss of over 19 acres of land at this facility will have a devastating impact on this fifty-year-old facility that has been an asset to thousands of the Raleigh community, the Faculty and Alumni of the University and over 155 staff members and their families would be adversely affected by the current design.</p> <p>--As a member of NCSU Club, I am concerned that the taking of an extensive portion of the land the Club utilizes in service to the greater Raleigh community and the Facility and Alumni of NCSU that this would jeopardize a Raleigh tradition for over 50 years and force the Club to shut its doors. This would eliminate a consistent employer of over 110 staff members and eliminate a business that has contributed financially to the city and state through its tax base for over 50 years.</p> <p>--Is the state of North Carolina willing to walk away from a 50-year-old established entity that contributes \$73,000.00 from employees to the state income tax base,\$15k in unemployment taxes annually and \$10k in state sales tax or the 18k in county sales taxes annually, not to mention displacing 3,200 families and destroying an asset that has served the over 1,300 + faculty members and over 20k alumni members for over 50 years. There are also numerous civic and collegiate organizations that frequent this Club from throughout the greater Raleigh area. What is the plan to make sure the NCSU Club is properly compensated for these losses?</p> <p>--What health and safety measures are being considered that will affect the over 3,298 members of the NCSU Club? The noise, increased pollution, and air quality issues, the barrier to the proximity to the usage areas of the Club, water run-off, and collection and the effects of this on the water basin? I did not see these concerns addressed in the plans as presented that will affect myself and my family.</p> <p>I ask you to please consider other options that will have less impact on the University Club.</p>	2	See responses to Hillsborough-Wade Common Comments #1, #2, #3, #4, and #5.
2034	Hillsborough-Wade	University Club	Right of way		<p>I am a member of the NCSU University Club. The impact to the University Club is far to great. The University Club is used by Raleigh families for multiple purposes; children's camps,civic meetings, weddings, tennis, swimming, exercise programs, and golf. The possible loss of this club due to this expansion will greatly impact the city. Loss of over 100 jobs, as well as a vital recreation center for so many families. In order to save the UC Club we must be compensated fairly for the millions of dollars we have invested in our facility. Raleigh has national recognition for it's green-ways and recreation. Taking away such an active, affordable, recreational club inside the beltline is not moving Raleigh in the direction we are recognized for and support.</p>	50	See responses to Hillsborough-Wade Common Comments #1, #2, #3, #4, and #5.
2048	Hillsborough-Wade	University Club	Right of ways		<p>I would like to see the NC State University Club protected. The Club is a valuable part of the community and would basically be eliminated under the plans above. We can be flexible about solutions, including moving the club, but the Club as a local institution needs to be protected.</p>	11	See response to Hillsborough-Wade Common Comment #1.
2010	Hillsborough-Wade	University Club	Traffic	Construction	<p>NC State offices/operations on Beryl Road will lose access during construction and some be eliminated due to construction. Displacement of these public-serving units is just as serious in its implications as displacement of the University or Golf Club. Ultimately, widening 440 only invites more congestion.</p>	0	See response to Hillsborough-Wade Common Comment #1 and Arboretum Common Comment #1.

## On-Line Forum Comments Hillsborough St and Wade Ave Interchange Area

Comment	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2053	Hillsborough-Wade	University Club	Water resources	Air Quality	<p>Please reconsider the proposed widening of I-440 as it pertains to the Hillsborough Street and Wade Avenue Interchange area.</p> <p>Things to consider:</p> <ol style="list-style-type: none"> <li>1. The NCSU Club is a delicate resource that is landscaped in a particular manner and in it's specific current location due to it's unique and priceless view of the NCSU Veterinary College and surrounding West Raleigh. It contains a water irrigation system that relies on the delicate balance of natural constructs on the golf course. This system is beneficial to the surrounding area, most notable the NCSU Veterinary College, and the reduction of the golf course renders this system inert.</li> <li>2. The elimination of the parking lot is a massive oversight that singlehandedly destroys the possible of future prosperity of the club. With the location of the added lanes, parking would be impossible and therefore the facilities of the club cannot be accessed by patrons or employees in a manner that is convenient or reasonable in any capacity.</li> <li>3. The extension of I-440 directly beltlines the edge of the pool deck, water slide, and the newly-built snack bar, taking with it the tennis courts and a large portion of the golf course. With traffic being an absurdly close distance to the patrons of the pool, the peaceful qualities commonly associated with the location of the pool deck are entirely void. The addition of noise walls would act as a moderate buffer, but would nonetheless still destroy the pleasant view and home-like feeling that the NCSU Club has excelled in to date.</li> <li>4. The most drastic and severe oversight to this plan is simply the construction period. In addition to the noise and eyesore created by construction, there is a possible of airborne lead poisoning due to the lead in the soil of the club surrounding the pool. Not only is this period of construction dangerous, particularly to the children of club patrons, but the massive disruption it would cause to the peace and sanctity of the club (over a years-long period) would undoubtedly be a death sentence. It would become an unpleasant environment, and, along with the elimination of two major facilities and all of it's parking, would disallow the NCSU Club to function as a unique, historical, and benevolent community resource and recreation landmark in West Raleigh community. This would take with it hundreds of employees, and it would cease to respect the legacy of North Carolina State University as it pertains to the hospitality of NCSU faculty and the thousands of members that have shown great patronage and loyalty for decades.</li> </ol>	6	<p>All facilities at the University Club affected by the proposed project would be taken into account during the right of way acquisition process, including parking and the irrigation system. See response to Hillsborough-Wade Common Comment #1, #3, and #4.</p> <p>Regarding noise, see response to Hillsborough-Wade Common Comment #2.</p> <p>Regarding lead in soils, soil contamination from the historical use of leaded gasoline is anticipated to be found in roadside soils at de minimis levels and likely similar to naturally occurring lead in this region. Lead concentrations in roadside soils are not anticipated to be greater than worker safety levels established by the EPA. Dust control measures required by the construction contractor should prevent exposure to workers and the public during construction.</p>

### On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1	Arboretum	Arboretum	Construction		I am a brand new member of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
2	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
3	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
4	Arboretum	Arboretum	Construction		I am a member and user of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access. It is vital that access along the length of Beryl Road is maintained during the construction process so the Arboretum can continue to provide education and outreach.	0	See response to Arboretum Common Comment #1.
5	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
6	Arboretum	Arboretum	Construction		"I am a member of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
7	Arboretum	Arboretum	Construction		Maintaining public access to the JC Raulston Arboretum is of high importance to members of the public who visit there as a relief from the inquietude of urban life, It is of importance to all the valuable flora and other organisms that inhabit it and benefit from ongoing care. The JC Raulston Arboretum, a business and state agency, relies on public access in order to fund its operations and pay salaries. For these and other vital reasons, access along the length of Beryl Rd. must be maintained during the construction process.	0	See response to Arboretum Common Comment #1.
8	Arboretum	Arboretum	Construction		I'm a member of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its mission. So if you could juggle the timing, that would solve the problem. Maintain access.	0	See response to Arboretum Common Comment #1.
9	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum and green industry professional who relies on research conducted on the grounds. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Road is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.

## On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
10	Arboretum	Arboretum	Construction		Access along the length of Beryl Rd. needs to be maintained during the construction process in order for people to go to work and patron the JC Arboretum.	1	See response to Arboretum Common Comment #1.
11	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	3	See response to Arboretum Common Comment #1.
12	Arboretum	Arboretum	Construction		Need to make sure access to businesses on Beryl is maintained, especially the side with the arboretum and Capital City lumber	1	See response to Arboretum Common Comment #1.
13	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission as there is no other access point.	0	See response to Arboretum Common Comment #1.
14	Arboretum	Arboretum	Construction		The JC Raulston Arboretum is a gem of a space only accessible by Beryl Road. Disrupting access would not only disappoint residents of and visitors to the Triangle, but would also be a financial hardship on the JCRA which relies on its visitors for funding.	0	See response to Arboretum Common Comment #1.
15	Arboretum	Arboretum	Construction		Being both a volunteer and a member of JC Raulston Arboretum, I am very concerned about the Hillsborough-Wade interchange construction impacting access to the arboretum by way of Beryl Road. Blocking easy access to this marvelous place for weddings, conferences, classes, kids camps and much more will limit a vital funding flow for employee salaries as well as maintaining programs and education.	0	See response to Arboretum Common Comment #1.
16	Arboretum	Arboretum	Construction		I am an avid gardener and am a volunteer, supporter, and member of the J.C. Raulston Arboretum. It is vital for we members, volunteers, the community, and the employees to have access to the Arboretum. Without access, JCRA cannot fulfill its educational and outreach missions to the community. Please maintain Beryl Road's access during the construction process. Thanks very much. Valerie Lorenz	0	See response to Arboretum Common Comment #1.
17	Arboretum	Arboretum	Construction		As a supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
18	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum and as such, I require Beryl Rd be open in order to access the main parking lot. In order for the garden to continue their work and mission, Beryl Rd. needs to be operational throughout the construction process. Whichever alternative limits any closure of Beryl Rd. is the one I approve of the most.	0	See response to Arboretum Common Comment #1.
19	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum. The JC Raulston Arboretum relies on the public visits in order to exist. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
20	Arboretum	Arboretum	Construction		disruption to JC Arboretum from both sides needs to be made at different times !	0	See response to Arboretum Common Comment #1.

## On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
21	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
22	Arboretum	Arboretum	Construction		I am a member and volunteer of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission. Continuous access during the construction phase is of utmost importance.	0	See response to Arboretum Common Comment #1.
23	Arboretum	Arboretum	Construction		As a member and supporter of NCSU's JC Raulston Arboretum, I rely on the Beryl Road and Hillsborough Street areas to access the Arboretum. Its employees and other patrons also need this access. Please make sure that we can access the Arboretum along the length of Beryl Road during the construction process. Road closures will severely negatively impact the JCRA's ability to fulfill its community education and outreach missions.	0	See response to Arboretum Common Comment #1.
24	Arboretum	Arboretum	Construction		The Jc raulston arboretum is a key asset to our community. It's key that no matter which alternative for Hillsboro st is chosen, it's very important that public access to the arboretum is not impacted. This includes beryl road.	0	See response to Arboretum Common Comment #1.
25	Arboretum	Arboretum	Construction		It is absolutely that either Western Blvd. of Hillsborough remain open to through traffic at any given time. Having both closed at once would be hugely disruptive to traffic between Cary and Raleigh and would be disastrous for the JC Raulston Arboretum.	0	See response to Arboretum Common Comment #1.
26	Arboretum	Arboretum	Construction		"I am a member and supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
27	Arboretum	Arboretum	Construction		"I am a weekly volunteer at the JC Raulston Arboretum. I am concerned that if these projects are not conducted in the correct sequence, access to the arboretum by volunteers, members and the public will be difficult. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	0	See response to Arboretum Common Comment #1.
28	Arboretum	Arboretum	Construction		As a member of the J C Raulston Arboretum, it is important to me and JCRA that access to Beryl Rd be maintained during this projects. Funding for the Arboretum depends on access by the public to the garden.	0	See response to Arboretum Common Comment #1.
29	Arboretum	Arboretum	Construction		"I am a member and supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
30	Arboretum	Arboretum	Construction		Need easy access to arboretum	0	See response to Arboretum Common Comment #1.



## On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
31	Arboretum	Arboretum	Construction		Make sure that whatever decision is made, access to JC Raulston Arboretum is not restricted.	0	See response to Arboretum Common Comment #1.
32	Arboretum	Arboretum	Construction		I am a volunteer and member of the JC Raulston Arboretum. The JC Raulston Arboretum relies on the public to fund its operations and pay salaries. It is vital that public access along the length of Beryl Road is continued throughout the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
33	Arboretum	Arboretum	Construction		I am a member and supporter of the J C Raulston Arboretum. This project along with the Ligon Street project have the potential to significantly effect the access to this very busy and vital garden on Beryl Road. Please maintain access to this garden on Beryl Road during the construction project. It is vital to their operations, education and outreach.	0	See response to Arboretum Common Comment #1.
34	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
35	Arboretum	Arboretum	Construction		I am a member and supporter of the JC Raulston Arboretum at NC State University. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission. The gardens are a living laboratory used to teach our future commercial and research horticulturists, environmentalists, and private citizens young and old the importance of the correct plants in the correct places for sustainability of our landscapes.	0	See response to Arboretum Common Comment #1.
36	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
37	Arboretum	Arboretum	Construction		"I am a member and supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
38	Arboretum	Arboretum	Construction		State budget cuts have impacted the operations of the arboretum. I am concerned about the short term impact the 440 project will have on the arboretum's visitors and supporters ability to reach the site especially for fund raising events which are vital to the survival of the arboretum. I am a supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission	0	See response to Arboretum Common Comment #1.
39	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.

### On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
40	Arboretum	Arboretum	Construction		This letter expresses concern from a volunteer and supporter of the JC Raulston Arboretum. All Arboretum activities such as lectures, tours and special events depend on a single access point - Beryl Road. Those activities fund the operations of the Arboretum and support the salaries of employees. With construction planned at both ends of Beryl Rd. (I440 widening and the Beryl/Blue Ridge intersection), there is a critical need to provide some means to continuously access Beryl Rd. to attend Arboretum events. This will enable the JCRA to fulfill it's education and outreach mission.	0	See response to Arboretum Common Comment #1.
41	Arboretum	Arboretum	Construction		I am a member, supporter, and volunteer to the JC Raulston Arboretum. The Arboretum is of growing importance to the community as a place for events, education, and contemplation for those of us seeking green space and beauty. I often visit the Arboretum four or more times a week for volunteering, events, and photography outings. I am not alone in these pursuits so I want to preserve access to this garden during the changes to I 440. The Arboretum also provides employment to those who work to maintain and use the garden for various activities, from education to weddings, and more. Please preserve ready access to Beryl Road during construction. The Arboretum, is a jewel of Raleigh. Help keep it thriving during Raleigh's changes.	0	See response to Arboretum Common Comment #1.
42	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
43	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
44	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
45	Arboretum	Arboretum	Construction		am a member, volunteer and supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
46	Arboretum	Arboretum	Construction		I am a supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
47	Arboretum	Arboretum	Construction		"I am a member and supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.

### On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
48	Arboretum	Arboretum	Construction		I am a member of the JC Ralston Arboretum. The JCRA relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction processing in order to allow the JCRA to fulfill its education and outreach mission. Thank you for your consideration of this outstanding Raleigh resource. C. Newby	0	See response to Arboretum Common Comment #1.
49	Arboretum	Arboretum	Construction		I worked at the Cape Fear Botanical Garden during the 5 years that it took DOT to finish necessary work on the bridges and road in front of the Garden. The Garden suffered great financial losses because patrons could not understand the DOT signage while driving. For the same reason, events at the Garden were poorly attended as well as not even scheduled due to the confusion and difficulties of trying to get there during that period. Please make the necessary improvements as painless as possible for the survival of the Arboretum.	0	See response to Arboretum Common Comment #1.
50	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
51	Arboretum	Arboretum	Construction		I am a supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission	0	See response to Arboretum Common Comment #1.
52	Arboretum	Arboretum	Construction		"I am a member/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
53	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	0	See response to Arboretum Common Comment #1.
54	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
55	Arboretum	Arboretum	Construction		please stagger the work here and at Ligon road to maintain good access to the arboretum.	0	See response to Arboretum Common Comment #1.
56	Arboretum	Arboretum	Construction		I don't have a preference. However, I am a member/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
57	Arboretum	Arboretum	Construction		Please do not close Beryle Road it makes it too difficult to access the J CRaulston Arboretum.	0	See response to Arboretum Common Comment #1.

### On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
58	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access." "I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission." Judith Wood, Raleigh	0	See response to Arboretum Common Comment #1.
59	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	0	See response to Arboretum Common Comment #1.
60	Arboretum	Arboretum	Construction		The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission	1	See response to Arboretum Common Comment #1.
61	Arboretum	Arboretum	Construction		I am a volunteer of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission. Also, none of the options presented are good for either Meredith or the University Club. Please find a better way so that these two institutions are less affected, or better yet - not affected at all.	0	See response to Arboretum Common Comment #1.
62	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
63	Arboretum	Arboretum	Construction		I am a member and supporter of the world class JC Raulston Arboretum. I live in Clemson, SC, but I make it a point to visit this amazing arboretum at least 4 times a year. I know that the JC Raulston Arboretum relies on the public to support its operations and personnel. Would it be possible to provide access along the entire length of Beryl Rd. during the construction process to allow the public to continue to visit the Arboretum?	0	See response to Arboretum Common Comment #1.
64	Arboretum	Arboretum	Construction		I love the JC Raulston Arboretum. Please do NOT work on the Ligon St AND Hillsborough Rd construction projects at the same time. It would negatively impact access to the Arboretum via Beryl Rd. And the Arboretum relies on public access being open so that the public can enjoy its educational programs and benefit from its outreach mission. Limited access, limited public on the premises, limited funds coming in, and therefore negative impact on the overall funding/operations. Thank you!	0	See response to Arboretum Common Comment #1.
65	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.

## On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
66	Arboretum	Arboretum	Construction		"The JC Raulston Arboretum is a world-class jewel in our state. I'm a long-time supporter and visitor, as are many others. Please limit disruption of operations and access by making sure the Ligon Street project is completed before the Hillsborough Rd project impacts Beryl Rd. access. But more importantly: widening roads is NOT the solution for traffic, and is only regressive. Road construction destroys the beauty people move here for. Please pursue all other options.	0	See response to Arboretum Common Comment #1.
67	Arboretum	Arboretum	Construction		All alternatives seem too expensive and too disruptive for the projected benefits. I am also concerned with the effect on access to the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
68	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."  For the Hillsborough/Wade Ave Interchange, a comment to the effect of: "I am a member/supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission."	2	See response to Arboretum Common Comment #1.
69	Arboretum	Arboretum	Construction		"I am a member/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	2	See response to Arboretum Common Comment #1.
70	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	0	See response to Arboretum Common Comment #1.
71	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	0	See response to Arboretum Common Comment #1.
72	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	1	See response to Arboretum Common Comment #1.
73	Arboretum	Arboretum	Construction		I am a member, supporter and user of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon St project were completed before the Hillsborough St project impacts Beryl Road access.	0	See response to Arboretum Common Comment #1.
74	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	2	See response to Arboretum Common Comment #1.
75	Arboretum	Arboretum	Construction		"I am a member of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	2	See response to Arboretum Common Comment #1.

**On-Line Forum Comments  
JC Raulston Arboretum**

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
76	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	0	See response to Arboretum Common Comment #1.
77	Arboretum	Arboretum	Construction		As a public agency, NCDOT has a mandate to assure that, whichever alternative is implemented, local business can continue to function with the least possible negative impact from the proposed interstate construction. The JC Raulston Arboretum is not only a business, it is a state agency, a forum for education and decompression from urban living, and the "home" to living organisms which depend on ongoing attention. To limit disruption of each of these vital aims, it NCDOT should plan to have the Ligon Street project completed before the Hillsborough Rd project has an impact on Beryl Rd. access.	0	See response to Arboretum Common Comment #1.
78	Arboretum	Arboretum	Construction		I'm a member of the JC Raulston Arboretum. It would be best for the gardens if the Ligon St project and the Hillsborough St project were NOT implemented concurrently so that Beryl Rd could remain open. It's important that volunteers and the public be able to access the gardens.	2	See response to Arboretum Common Comment #1.
79	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	1	See response to Arboretum Common Comment #1.
80	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access. This also would be better for biking/walking to the campus.	2	See response to Arboretum Common Comment #1.
81	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	2	See response to Arboretum Common Comment #1.
82	Arboretum	Arboretum	Construction		I am a frequent visitor of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it is critical that the Ligon Street project is completed BEFORE the Hillsborough Rd project impacts Beryl Rd. access.	2	See response to Arboretum Common Comment #1.
83	Arboretum	Arboretum	Construction		As a faithful volunteer at the JC Raulston Arboretum, I am concerned that construction on the Ligon Street project occurring at the same time as the Beryl Street project will severely restrict access to the arboretum. Attending lectures, events, kids' camps and simply walking the paths throughout the year are tremendous resources for all, so consider carefully the timing on construction and access closures.	0	See response to Arboretum Common Comment #1.
84	Arboretum	Arboretum	Construction		I am writing you today about the Ligon Street project. As a member and volunteer of the J.C. Raulston Arboretum, I am concerned about access to JCRA. Please complete the Ligon Street project before the Hillsborough Road project impacts the Beryl Road access.	2	See response to Arboretum Common Comment #1.
85	Arboretum	Arboretum	Construction		As a supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	0	See response to Arboretum Common Comment #1.

## On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
86	Arboretum	Arboretum	Construction		in re: Ligon street project I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access. At this point, I do not have a preference as to which alternative, but limiting access to the Arboretum during multiple projects is not an acceptable alternative, no matter which is selected. Rebecca Wright, JCRA volunteer	0	See response to Arboretum Common Comment #1.
87	Arboretum	Arboretum	Construction		The Ligon Street tunnel and Beryl Rd. are critical access points that workers and visitors to the JC Raulston Arboretum rely on for access to the garden. As a member and supporter of that garden, it is imperative that this project, whatever alternative, be finished before work on the Hillsborough interchange also disrupts access to the Beryl Rd. entrance to the Arboretum	2	See response to Arboretum Common Comment #1.
88	Arboretum	Arboretum	Construction		As a long term member of the JC Raulston Arboretum, it is important to limit the disruption of operations and access to JCRA. To this end, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	0	See response to Arboretum Common Comment #1.
89	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	0	See response to Arboretum Common Comment #1.
90	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum and visit often. To help this organization please complete the Ligon Street project before you work on the Hillsborough one. Thank you. Olivia Kemp	0	See response to Arboretum Common Comment #1.
91	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	0	See response to Arboretum Common Comment #1.
92	Arboretum	Arboretum	Construction		I am a member and supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access. We need ease of public access to ensure continued support of this important institution!	0	See response to Arboretum Common Comment #1.
93	Arboretum	Arboretum	Construction		I am a member and volunteer of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access. Access is the main concern.	0	See response to Arboretum Common Comment #1.
94	Arboretum	Arboretum	Construction		I work at the JC Raulston Arboretum and we are concerned that our access will be greatly impacted during construction. We depend on rentals, weddings, meetings and educational programs to help fund salaries and keep our garden growing. It would be most helpful if the Ligon Street part of the project was complete before the bridge over Beryl Road is under construction.	0	See response to Arboretum Common Comment #1.
95	Arboretum	Arboretum	Construction		I am a supporter on the Jc Raulston arboretum. It would be helpful to complete this before Hillsboro rd. To limit the impact to this valuable community resource.	0	See response to Arboretum Common Comment #1.

### On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
96	Arboretum	Arboretum	Construction		"I am a member, volunteer, and supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	2	See response to Arboretum Common Comment #1.
97	Arboretum	Arboretum	Construction		"I am a member and supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	0	See response to Arboretum Common Comment #1.
98	Arboretum	Arboretum	Construction		"I am a member and supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	0	See response to Arboretum Common Comment #1.
99	Arboretum	Alternatives	Construction		Alternative B or C seems best but I am concerned about this construction taking place while the Hillsborough St. and Beryl Road projects are under construction. As a volunteer with the JC Raulston Arboretum this worries me. How will access occur if these are concurrent? Can you please see that this project is completed BEFORE the Hillsboro/Beryl project?	0	See response to Arboretum Common Comment #1.
100	Arboretum	Arboretum	Construction		As a volunteer and member of the JC Raulston Arboretum, I take great pleasure in inviting people from around the world to visit this extraordinary resource. In fact, Trip Advisor, the world's largest travel website, rates the JC Raulston Arboretum as number 7 of 152 things to do in Raleigh. We need to make sure this valuable tourist site remains accessible during construction. Therefore, I strongly suggest that the Ligon Street project is completed before the Hillsborough Rd project, which will impact Beryl Rd. access.	0	See response to Arboretum Common Comment #1.
101	Arboretum	Arboretum	Construction		I am a member and supporter of the JC Raulston Arboretum and this project has the potential to disrupt access to this garden. It would be helpful if the Ligon Street project were completed before the Hillsborough Rd project so impact on access to this garden is minimized.	0	See response to Arboretum Common Comment #1.
102	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	1	See response to Arboretum Common Comment #1.
103	Arboretum	Arboretum	Construction		I am a member and supporter of the JC Raulston Arboretum at NC State University. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	2	See response to Arboretum Common Comment #1.
104	Arboretum	Arboretum	Construction		As a volunteer and user of the Raulston Arboretum, I urge planners to be certain the construction process itself does not close the arboretum because of lack of access. In particular, the Ligon construction and Beryl construction must not both happen at the same time, or there would be no access to the arboretum, damaging its capacity to serve as a teaching resource for students and faculty at NC State, as a wonderful community resource and state resource. Plan carefully to be positive there is always public and university access to the arboretum.	2	See response to Arboretum Common Comment #1.



**On-Line Forum Comments  
 JC Raulston Arboretum**

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
105	Arboretum	Arboretum	Construction		I am a member and supporter of the JC Raulston Arboretum. Whichever alternative is chosen, it is necessary that the Ligon Street project be completed before the Hillsborough Street project impacts Beryl Road access. If they both impact at the same time the disruption of operations and access is going to be extreme. Public, staff, and volunteer access to the Arboretum is critical.	2	See response to Arboretum Common Comment #1.
106	Arboretum	Arboretum	Construction		For the Ligon St. project, a comment to the effect of: "I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	2	See response to Arboretum Common Comment #1.
107	Arboretum	Arboretum	Construction		"I am a member, volunteer and supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	0	See response to Arboretum Common Comment #1.
108	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	2	See response to Arboretum Common Comment #1.
109	Arboretum	Arboretum	Construction		I often need to access the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project (whichever alternative is chosen) were completed before the Hillsborough Rd project impacts Beryl Rd. access.	2	See response to Arboretum Common Comment #1.
110	Arboretum	Arboretum	Construction		I am a supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access. State budget cuts have impacted the operations of the arboretum. I am concerned about the short term impact the 440 project will have on the arboretum's visitors and supporters ability to reach the site especially for fund raising events which are vital to the survival of the arboretum.	1	See response to Arboretum Common Comment #1.
111	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	2	See response to Arboretum Common Comment #1.
112	Arboretum	Arboretum	Construction		This letter expresses concern from a volunteer and supporter of the JC Raulston Arboretum. It would be helpful if the Ligon Street project were completed before the Hillsborough Road project impacts Beryl Rd. access to limit the disruption of operation and access to JCRA.	0	See response to Arboretum Common Comment #1.
113	Arboretum	Arboretum	Construction		I am a member, supporter, and volunteer of the JC Raulston Arboretum. The Arboretum is of growing importance to the community as a place for events, education, and contemplation for those of us seeking green space and beauty. I often visit the Arboretum four or more times a week for volunteering, events, and photography outings. The Ligon Street access is important to employees, students and some volunteers who work, study, and maintain the Arboretum and its facilities. Please keep this access to the garden available during the planned construction of the I 440 changes. The JCRA is a jewel of Raleigh, known to many and hopefully more as Raleigh urbanizes and its citizens seek out the green spaces that provide beauty and solace.	1	See response to Arboretum Common Comment #1.

## On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
114	Arboretum	Arboretum	Construction		"I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	1	See response to Arboretum Common Comment #1.
115	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	1	See response to Arboretum Common Comment #1.
116	Arboretum	Arboretum	Construction		I am a member, volunteer and supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access	0	See response to Arboretum Common Comment #1.
117	Arboretum	Arboretum	Construction		I am a supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	2	See response to Arboretum Common Comment #1.
118	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	0	See response to Arboretum Common Comment #1.
119	Arboretum	Arboretum	Construction		The JC Raulston Arboretum is a valuable resource in our community. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	2	See response to Arboretum Common Comment #1.
120	Arboretum	Arboretum	Construction		I am a supporter of the JC Raulston Arboretum. The JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries. It is vital that access along the length of Beryl Rd. is maintained during the construction process in order to allow the JCRA to fulfill its education and outreach mission.	0	See response to Arboretum Common Comment #1.
121	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access	1	See response to Arboretum Common Comment #1.
122	Arboretum	Arboretum	Construction		"I am a supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	0	See response to Arboretum Common Comment #1.
123	Arboretum	Arboretum	Construction		<p>You need to maintain access to the other side, but it sees so little use that it is impossible to justify the expense. If necessary put a light at the tunnel ends that provides alternating right of way.</p> <p>Furthermore, I am a member of the JC Raulston Arboretum and a frequent visitor. I will be negatively impactful if the Ligon Rd and Hillsborough modifications are occurring at the same time. I would hope that these the two projects did not need to be concurrent as it almost complete blocks access.</p>	0	See responses to Arboretum Common Comment #1 and Ligon St Common Comment #3.

**On-Line Forum Comments  
JC Raulston Arboretum**

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
124	Arboretum	Arboretum	Construction		I don't have a preference among the alternatives. However, I am a member and supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	1	See response to Arboretum Common Comment #1.
125	Arboretum	Arboretum	Construction		As others have mentioned, the low volume doesn't merit spending money on a bridge. I am a member and supporter of the JC Raulston Arboretum. Access to Beryl Road is critical for arboretum staff, volunteers and visitors. Working the Ligon Street and Hillsborough Street projects simultaneously would be a disastrous disruption for the arboretum. So it would be quite helpful if the Ligon Street project were completed *BEFORE* the Hillsborough Rd project impacts Beryl Road access.	1	See responses to Arboretum Common Comment #1 and Ligon St Common Comment #3.
126	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access."	1	See response to Arboretum Common Comment #1.
127	Arboretum	Arboretum	Construction		I am a supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	0	See response to Arboretum Common Comment #1.
128	Arboretum	Arboretum	Construction		I am concerned about access to the JC Raulston Arboretum during construction related to the widening of I-440. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access. This arboretum is a valued source of plant introductions and research for our nursery. Please help keep it easy to approach.	0	See response to Arboretum Common Comment #1.
129	Arboretum	Arboretum	Construction		I am a volunteer of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed BEFORE the Hillsborough Rd project impacts Beryl Rd. access so that there is some sort of entrance to the JCRA. If Ligon St. and Hillsborough / Wade Ave exchange are done at the same time, there will be NO ENTRANCE to the JCRA.	2	See response to Arboretum Common Comment #1.
130	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	2	See response to Arboretum Common Comment #1.
131	Arboretum	Arboretum	Construction		I support and do some plant research at JC Raulston Arboretum. I am worried that working on two intersections simultaneously will confuse and drastically reduce the ability to access this important facility. I think it would be a good idea to complete the Ligon Street project before the Hillsborough Rd project impacts Beryl Rd. access. It the simultaneous nature of these projects that I am worried about. Thank you.	2	See response to Arboretum Common Comment #1.
132	Arboretum	Arboretum	Construction		"I am a member and supporter of the world class JC Raulston Arboretum. I live in Clemson, SC, but I make it a point to visit this amazing arboretum at least 4 times a year. I feel that year-round access needs to be provided for visitors to the JC Raulston Arboretum. Is it possible to complete the Ligon Street project before the Hillsborough Rd project which will affect access to the arboretum via Beryl Rd.?"	2	See response to Arboretum Common Comment #1.

## On-Line Forum Comments JC Raulston Arboretum

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
133	Arboretum	Arboretum	Construction		<p>We are members and supporters of the JC Raulston Arboretum, which we travel to frequently for visits to the gardens, for seminars, and for special events. Access to the Arboretum and parking in the vicinity are already a bit challenging, and we fear that currently planned projects for the improvement of I-440 may make the Arboretum effectively inaccessible to us and the many other members of the public who use the Arboretum extensively. Often, visits to the Arboretum are brief interludes during the work day, so ease of access is critical.</p> <p>In addition, the JC Raulston Arboretum relies on public access in order to fund its operations and pay salaries for its employees. The Arboretum is a key public resource, not only for the people of Raleigh, but for the surrounding communities (we live in Durham). The Arboretum leadership are wise stewards of their limited resources, but care must be taken not to damage their financial standing. Otherwise their future as a key resource for the community and as a vibrant cultural organization may be impaired.</p> <p>Regarding the Ligon St. project, we ask the Department to assure that the Ligon Street project is completed before the Hillsborough Rd project impacts Beryl Rd. access. Otherwise, impacts upon public access to the Arboretum will be unnecessarily severe.</p>	2	See response to Arboretum Common Comment #1.
134	Arboretum	Arboretum	Construction		As a keen member of the JC Raulston Arboretum, I prefer the Ligon Street project be completed BEFORE the Hillsborough project impacts Beryl Rd. access. I need my daily dose of the garden. Thanks!	1	See response to Arboretum Common Comment #1.
135	Arboretum	Arboretum	Construction		Please consider the timing of the Ligon St. and Hillsborough Rd projects - they should NOT occur concurrently due to the problems with access to the JC Raulston Arboretum via Beryl Rd.	2	See response to Arboretum Common Comment #1.
136	Arboretum	Arboretum	Construction		I am a member/volunteer/supporter of the JC Raulston Arboretum. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Rd. access.	1	See response to Arboretum Common Comment #1.
137	Arboretum	Arboretum	Construction		The JC Raulston Arboretum is one of the jewels of North Carolina, and a major visitor destination. Please arrange construction projects so that the Ligon Street project is completed before the Hillsborough Rd project so that impact to the Beryl Rd. access is minimized.	0	See response to Arboretum Common Comment #1.
2138	Arboretum	Arboretum	Construction		I am a member of the JC Raulston Arboretum and green industry professional who depends on research being conducted on the grounds. In order to limit the disruption of operations and access, it would be helpful if the Ligon Street project were completed before the Hillsborough Rd project impacts Beryl Road access. Thanks for your consideration of logistics, Brie Arthur	0	See response to Comment #1 in this section.

## On-Line Forum General Comments

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
403	General	Alternatives			I don't see anything about the I-40 and US 1 interchange. The existing weaving has to be eliminated to reduce the backup on I-40 west	2	As discussed on page 2-15 of the Environmental Assessment, none of the Detailed Study Alternatives include proposed changes along I-40. Another project in the State Transportation Improvement Program (Project I-5703) will address this interchange.
1889	General	Alternatives			The answer to all options - NO! NO!! NO!!! Enough! Stop the madness! What did everyone expect? More traffic, more cuts, then MORE TRAFFIC! STOP!	0	The project is included in the State Transportation Improvement Program. The proposed project will address the needs identified in the Environmental Assessment Chapter 1. These include the need to increase capacity, improve the layout of the roadway and interchanges, and fix poor conditions along this segment of I-440.
1898	General	Alternatives			Just don't do it	0	The project is included in the State Transportation Improvement Program. The proposed project will address the needs identified in the Environmental Assessment Chapter 1. These include the need to increase capacity, improve the layout of the roadway and interchanges, and fix poor conditions along this segment of I-440.
1900	General	Alternatives			The widening of I-440 is a good idea, but the impact of MOST of these interchange designs cause significant concern from the community. Upgrading the interchanges to accept a higher volume of vehicular traffic is a temporary solution to a problem that will no longer be a problem if the area becomes less desirable to live and work in. Disrupting neighborhoods, acquiring drainage easements and right of ways, prioritizing vehicular traffic over bicycle/pedestrian facilities, and reducing the resources of a beautiful local college will do nothing but upset the growing community and turn away potential newcomers.	2	The project is designed to accommodate the year 2035 forecasted traffic volumes, as described in Sections 1.7 and 2.3.2 of the Environmental Assessment, and updated to 2040 in the Finding of No Significant Impact. It is also consistent with state and local transportation and land use plans. Also, see responses to Hillsborough-Wade Common Comments #1 and #6.
1901	General	Alternatives			I'm strongly opposed to any of these options. Have NCDOT considered a one way rush hour solution (i.e. AM inbound and PM outbound from I-40/US 1 to Wade AVE)? Washington DC uses such a solution along an older roadway (Rock Creek Parkway) that sits in a protected greenway. Such a solution could provide an additional two lanes of traffic at peak time with minimal new road work. Another strategy could be to make this stretch of I-440 HOV-2 or HOV-3 during rush hour, effectively reducing congestion with little infrastructure investment. Single drivers could still get to where they need to go but they would need to go "the long way" round.	6	The traffic split along I-440 is approximately 55 percent westbound/ 45 percent eastbound in the evening rush hours, and vice versa in the morning rush hour. This is a fairly even split that would not benefit from one-way solutions. In addition, I-440 is a beltline that is not going inbound to a central location.
1905	General	Alternatives			The reason traffic backs up on I-440 between Western and Tryon on the south side, and North Hills to Wade, is BECAUSE this section is a bottleneck. Know how when there's construction taking a 2 lane highway down to 1, traffic backs up badly in the 2 lane section before you get to the 1-lane section, but once you get to the 1-lane section you actually move. Classic bottleneck. Definitely the DOT is not wrong about planning to widen this.	0	Comment acknowledged. Chapter 1 of the Environmental Assessment describes the existing and future problems along I-440.

**On-Line Forum  
General Comments**

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1907	General	Alternatives			I am asking the NCDOT go back to the drawing board and design a less intrusive and impactful option for lane expansion.	5	See responses to Hillsborough-Wade Common Comments #1 and #6.
1912	General	Alternatives			The map is difficult to read, but I am assuming that this portion of the road will be widened to 6 lanes. We need this widening. I like the addition of a planter. Please provide us with wider, safer roadways and make them as attractive as possible. The current narrowing at this interchange is dangerous!	0	Median planters can be installed from Jones Franklin Rd to Ligon St, subject to cost-sharing agreements with the City of Raleigh.
1918	General	Alternatives			Please reconsider this project. SO many people would be negatively impacted by this.	4	See responses to Hillsborough-Wade Common Comments #1 and #6.
1921	General	Alternatives			With so many comments on the Jones Franklin plan referring to the Meredith College, I hope reviewers realize there was some confusion with using the site. Please take those comments and apply them to the Hillsborough Wade plan where they belong. Thank you.	0	All comments were reviewed and those that clearly referred to the Wade Ave/Hillsborough St area were moved to that section of comments for response.
1927	General	Alternatives			I strongly urge DOT to reconsider the scope of this project and look at ways to maintain the existing beltline without spending hundreds of millions of dollars at the expensive of other transportation project and to the detriment of many neighboring homes, businesses, and institutions.	0	The scope of the project is to improve traffic flow, make the roadway operate more efficiently, and enhance mobility on this segment of I-440. NCDOT and the design-build team will continue to look for ways to reduce and minimize impacts through final design.
1928	General	Alternatives			I oppose the expansion. While traffic does get heavy, it is one of the unfortunate burdens of living in a growing area. However, one of the nice things about living in Raleigh is that we don't feel like a bigger city! I don't want the beltline to turn into Houston. If we expand, we are headed in that unfortunate direction. Next I imagine we will see a toll road on I-440 or a freeway built.	1	Tolls are not planned for I-440.
1929	General	Alternatives			When is NCDOT going to get over the idea that adding lanes is an acceptable traffic solution? It's induced demand - more lanes = more traffic. Trying to solve traffic problems by adding more lanes is like trying to fix being overweight by loosening your belt! DOT is turning the Triangle into a sprawling, congested mess. Traffic engineers need to do better. They need to recognize that streets are public places - there's so much land dedicated to streets and rights-of-way and it needs to contribute to place making, not make places more dangerous, more congested, and more unattractive. Focus instead on TDM, congestion pricing, improving transit, multimodal options, diverging diamonds, ANYTHING but adding lanes. Your job is to protect the public interest, not to diminish or destroy it. Quit forcing people into cars to get around. This is so harmful - to the environment, to those who cannot afford a personal vehicle, to those who are too old/young/infirm to drive. PEOPLE FIRST, NOT CARS FIRST!	13	The reason to add one more lane in each direction on I-440 in the project area is to match the number of lanes along the rest of the Beltline so that the bottlenecks are eliminated where they occur when the numbers of lanes are reduced from three to two. The project also will improve the layout of the roadway and interchanges and fix poor conditions along this segment of I-440. The 2040 Metropolitan Transportation Plan for the region prepared by the Capital Area Metropolitan Planning Organization addresses all modes of transportation, including vehicles, bicycles, pedestrians, and transit.
1932	General	Alternatives			It seems like we shouldnt be investing in this type of infrastructure with innovates like self drive cars, so close to launch. We should be investing in safety, but not increased capacity to the over-engineered degree these plans show.	0	See response to Comment #1929 under Topic1-Alternatives in this section.

## On-Line Forum General Comments

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1938	General	Alternatives			I don't love a lot of things, but there are also some good options DOT has presented. Thanks for using the Design-Build process and taking public input. It's obviously important to all of us.	0	Comment acknowledged. All comments received were reviewed and considered, as documented here.
1939	General	Bicycle/ pedestrians			Having bike and pedestrian lanes is very important to me.	1	Bicycle lanes, sidewalks, and multi-use paths are features included on the cross streets within the project corridor.
1941	General	Bicycle/ pedestrians			I know transportation engineers are only really concerned about throughput, but PLEASE, PLEASE, PLEASE consider the impacts of these changes on the surround bike and pedestrian network. I understand that there are great benefits to having an expanded Beltline. However, the Beltline has already helped to encourage the auto-centric, sprawling development practices that have scarred the Triangle area (and most other American cities) for generations to come. With the Wake Transit Bond, the people of Wake County have voted with their wallets that they want other options for mobility. Please do not let this project get in the way of this community's desire to have a diverse transit mix.	0	<p>Bicycle lanes, sidewalks, and multi-use paths are features included on the cross streets within the project corridor. The pedestrian bridge that carries Reedy Creek Greenway over I-440 would remain. In addition, space for a multi-use path on the new Jones Franklin Rd bridge will be provided to accommodate a new future greenway planned by the City of Raleigh.</p> <p>The I-440 improvement project will not preclude transit plans being developed for the region or for the possible Bus Rapid Transit corridor that has been identified in the Wake County Transit Plan for Western Blvd.</p>
1942	General	Bicycle/ pedestrians			Its all about walking, running and bicycling. Whatever you do, make it wonderful for the pedestrain and biker. Remove us from the vehicle situation. Build us bridges and tunnels. Cars don't stop for us and it is places like this that make bicyclists fearful and therefore they just don't try commuting. Make it easy for them, for us. thank you.	0	Bicycle lanes, sidewalks, and multi-use paths are features included on the cross streets within the project corridor. The pedestrian bridge that carries Reedy Creek Greenway over I-440 would remain.
1943	General	Bicycle/ pedestrians			Which one would allow you to build a walkway and bikeway with no at grade crossings. DOT needs to to think about pedestrians/cyclists and cars the way they think about cars and trains. Cars get crushed and people die when trains are involved - same goes for walkers and cyclists when cars are involved. Make bikelanes and walking lanes as bridges or tunnels only.	0	Bicycle lanes, sidewalks, and multi-use paths are features included on the cross streets within the project corridor. The pedestrian bridge that carries Reedy Creek Greenway over I-440 would remain.
1951	General	Bicycle/ pedestrians			More green ways less cars !	2	The proposed project will retain the Reedy Creek Greenway. The Jones Franklin Rd bridge over I-440 will accommodate a future multi-use path planned by the City of Raleigh, and NCDOT will construct a multi-use path through the Hillsborough Rd interchange area and will replace the existing multi-use path through the Western Blvd interchange area.

**On-Line Forum  
General Comments**

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2181	General	Bicycle/ pedestrians	Natural resources		I don't like the adverse impacts to the multi-use path and the streams.	0	<p>It is assumed the commenter is referring to the Reedy Creek Greenway. Sections of this greenway will be relocated/replaced with the project. As discussed in the FONSI, the proposed relocation/replacement was determined by the FHWA and City of Raleigh to have a minimal effect on the activities, features, and attributes of the greenway.</p> <p>Impacts to streams will be further minimized to the extent practicable during the final design stage. For any remaining impacts, permits will be required from the US Army Corps of Engineers and the NC Department of Environmental Quality Division of Water Resources under the Clean Water Act, as described on page 3-46 of the Environmental Assessment.</p>
2182	General	Bicycle/ pedestrians	Natural resources		seems too complex and costly. would like for DOT to explore other, less expensive options that would be less impactful to pedestrians & the stream	0	<p>Projects in urban areas tend to have higher costs due to the high costs of land and more utility relocation requirements. The proposed project includes sidewalks on all the cross-streets.</p> <p>Impacts to streams will be further minimized to the extent practicable during the final design stage. For any remaining impacts, permits will be required from the US Army Corps of Engineers and the NC Department of Environmental Quality Division of Water Resources under the Clean Water Act, as described on page 3-46 of the Environmental Assessment.</p>
1890	General	Community resources			I am thoroughly disappointed with the planning for this project. Completely ignoring the surrounding city, rich in culture and beauty, is a 20th century approach in a city and state struggling to come to terms with the 21st century. The current congestion on the beltline (which I travel most every day) is far preferable to this terribly flawed plan. It would appear that planners only seriously considered impacts to the Method community. Good for Method, it deserves the consideration. The rest of the neighborhoods and institutions deserve the same consideration. Please go back the drawing board, and look forward, not backward.	0	NCDOT tries to minimize the need for new right of way wherever feasible. NCDOT recognizes and tries to balance the needs of the many stakeholders along the corridor and the provision of transportation facilities that can adequately carry traffic volumes in a safe and efficient manner. Also, see response to Hillsborough-Wade Common Comments #1 and #6.
1896	General	Construction			I agree that 440 really needs some updating but with all the 40 construction already in the area, it is going to make driving very frustrating. Especially with all of the college students in the area, life would be more challenging for all of us.	0	Mobility and access in the project area will be more constrained during project construction, but once complete, the project is anticipated to improve traffic flow, make the roadway operate more efficiently, and enhance mobility. During construction, the NCDOT will coordinate construction work with area stakeholders such as NC State University and Meredith College.



**On-Line Forum  
General Comments**

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1910	General	Construction	Alternatives		Curious and/or concerned about all the corridors to from West Raleigh to downtown or Macedonia being closed/under construction at the same time. Is it expected that we hop on I 40 at Chapel Hill Road or Cary Towne Blvd and take I 40 to NCSU or downtown ? Net I'll rally to the banner if you put orange barrels on Western and Hillsboro and Avent Ferry all at once. But the results look good !	0	See response to Comment #2305 under Topic1-Construction in this section.
1920	General	Construction			Not looking forward to finding other ways to get places during the construction but it's way past due!	1	See response to Comment #2305 under Topic1-Construction in this section.
2305	General	Construction			I notice you did not list in impacts how long this will take, and how long the interchange might be closed. How many of the roads crossing 440 will be closed at the same time? (Athens, Melbourne, Jones Franklin)	6	It will be up to the design-build team to develop a construction schedule. At this time, the project is anticipated to take approximately 4-5 years to construct. It is a goal of the project to keep two lanes of traffic open in each direction along I-440 during the construction period, except for possibly short duration closures. Likewise, improvements along roads crossing I-440 will be phased to maintain connectivity across I-440. Coordination also will occur regarding other projects in the vicinity.
2306	General	Construction			not to mention Hillsboro and Beryl	1	See response to Comment #2305 under Topic1-Construction in this section and response to Comment #1 under Topic2-Construction under the Arboretum section.
2345	General	Construction			This project is going to cause significant disruption for several years. Communication to people who live and travel in this area is critical. Emergency personnel (fire, ambulance and police) will need to be informed of all closings and detours at all times!	0	A special commitment is included in the Environmental Assessment in the Project Commitments chapter (page PC-2) that states NCDOT will coordinate with emergency responders during construction.
2097	General	Cost/ funding			majorly expensive	0	Roadway improvement projects in urbanized areas are expensive because land prices typically are high and there are numerous utilities in the project area that need to be relocated.
1888	General	Design	Safety	Noise	Do not see value in (City of Raleigh's) proposed median planters. I value less total width of highway in the areas where the planters are proposed. Planters add costs initially and long term from buying/ installing/ maintaining the planters. Prefer DOT and City of Raleigh invest in continuous walls (6 Forks, Cary areas, etc.) and other safety features for residents, pedestrians, cyclists.	0	Median planters along I-440 are suggested between Jones Franklin Rd and Ligon St, where they would require little to no new right of way. The installation of planters will depend on cost-sharing agreements with the City of Raleigh. The median planters enhance the aesthetics of the roadway. Noise walls were determined preliminarily feasible and reasonable in ten areas along the corridor, as described in Section 3.5.4 of the Environmental Assessment (EA). Features proposed for pedestrians and bicyclists include bicycles lanes, sidewalks, and multi-use paths on the roadways crossing I-440, as listed in Table B1 in Appendix B of the EA.

**On-Line Forum  
 General Comments**

Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1895	General	Design			When I-4 from Orlando to Disney World became to crowded instead of widening the road, the built an elevated road over the original one. We should just build an elevated road over the present one and not use any or at least very little of the adjacent land. Also we (Wake County) becomes an instant Disney to see our elevated road. I will serve as chief engineer without pay.	0	Building the extra through lanes as express lanes above the existing roadway would not address the need to upgrade the on/off ramps, which are what cause the footprint to expand outside the existing right of way.
1924	General	Design			Good Plan. Needs to be Improved!	0	Comment acknowledged.
1925	General	Design			There is a lot to be said for keeping it simple. I thought this was about widening 440 and here we are making an absolute mess out of a lot of intersections. I assume it is because there is federal money involved and NC is grabbing all they can. Sad strategy for those who live and work in proximity and for taxpayers in general. Put another way, if you had to put this up to the public for a vote on a bond issue, would these still be the options you offer? If so, it would fail in a heartbeat.	2	In addition to widening I-440 by adding one lane in each direction, the project also would upgrade the interchanges to current NCDOT and FHWA design standards. Interchanges in the study area currently have poor sight lines, narrow shoulders, and short distances for acceleration/deceleration along interchange ramps.
2232	General	Design			Thank you for your hard work. I look forward to seeing the results.	0	Comment acknowledged. Once complete, the project is anticipated to improve traffic flow, make the roadway operate more efficiently, and enhance mobility.
2391	General	Design			Thanks for all the hard work drawing up these alternatives.	0	Comment acknowledged. A large multi-disciplinary project team contributed to the development and analysis of initial alternatives, and preparation of the preliminary designs for the Detailed Study Alternatives.
1933	General	Natural resources			This plan negatively affects too much wildlife.	4	The project corridor is urbanized and already includes the existing highway. Impacts from the project to the larger forested areas that provide wildlife habitat are minimized to the extent possible. These include Lake Johnson Park, Kaplan Park, and Museum Park. The City of Raleigh and the NC Museum of Art have determined that the proposed project would have a minimal effect on the activities, features, and attributes of these parks, as described in the FONSI.
1934	General	Natural resources			This plan negatively affects too much wildlife. The loss to habitat will take a huge toll.	5	See response to Comment #1933 under Topic1-Natural resources in this section.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2257	General	Natural resources	Cost/funding		To much impact on the natural resources and tax dollars.	3	This project would widen a roadway in an urbanized, developed corridor. Impacts to forested areas in Lake Johnson Park, Kaplan Park and Museum Park would be avoided or would be minimal. As discussed on EA Page 3-42, written authorization is required from the NC Department of Environmental Quality (NC DEQ) Division of Water Resources for disturbance of riparian buffers (areas adjacent to streams) prior to construction. In addition, permits will be required from the US Army Corps of Engineers and the NC DEQ Division of Water Resources for impacts to streams. The permit process includes demonstrating that all practicable measures to avoid and minimize impacts have been incorporated into the final design plans before addressing compensation for remaining impacts (Environmental Assessment page 3-46). Best management practices must be used to minimize disturbance, preserve aquatic life and habitat, and protect water quality.
2258	General	Natural resources			Natural resources will all be gone just because you continually expand highways.	0	See response to Comment #2257 under Topic1-Natural resources in this section.
1875	Unclassified	Noise			I want a sound wall	0	Noise walls were determined preliminarily feasible and reasonable in ten areas along the corridor, as described in Section 3.5.4 of the Environmental Assessment (EA).
1876	Unclassified	Noise			I want a sound wall	0	Noise walls were determined preliminarily feasible and reasonable in ten areas along the corridor, as described in Section 3.5.4 of the Environmental Assessment (EA).
1877	Unclassified	Noise			I would like to have sound walls obviously. Brick preferably.	0	Noise walls were determined preliminarily feasible and reasonable in ten areas along the corridor, as described in Section 3.5.4 of the Environmental Assessment (EA). The surface treatment for the walls will be determined during final design with input from the City of Raleigh.
1879	Unclassified	Noise			Sound walls are going to be very important in order to maintain property values.	1	Noise walls were determined preliminarily feasible and reasonable in ten areas along the corridor, as described in Section 3.5.4 of the Environmental Assessment (EA).
1880	General	Noise			Please post where a citizen can view the full noise impact study--with locations, times, and all data. I question the summary in the booklet (page 3-25).	3	Technical studies listed in the Environmental Assessment will be provided upon request by emailing a request to Diane Wilson at NCDOT (pdwilson1@ncdot.gov) or calling her at 919-707-6073.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1881	General	Noise			Whatever the final decision, please add a sound barrier on 440. It is already extremely loud on the roads that back up to this highway.	0	Noise walls were determined preliminarily feasible and reasonable in ten areas along the corridor, as described in Section 3.5.4 of the Environmental Assessment (EA).
1882	General	Noise			Yes to sound wall!	2	Noise walls were determined preliminarily feasible and reasonable in ten areas along the corridor, as described in Section 3.5.4 of the Environmental Assessment (EA).
1883	General	Noise			SOUND WALLS NEEDED ON BOTH SIDES OF I-440 From Athens Drive to Western Blvd! The additional traffic and the loss of additional buffer makes this mandatory	3	As listed in Table 3.2 in the Environmental Assessment, there are five noise walls determined preliminarily feasible and reasonable along the segment of I-440 between Athens Dr and Western Blvd.
1884	Unclassified	Noise			I want a sound wall	5	Noise walls were determined preliminarily feasible and reasonable in ten areas along the corridor, as described in Section 3.5.4 of the Environmental Assessment (EA).
1894	General	Noise	Public involvement		The needs and wishes of those who live in the parts of Raleigh that will experience these impacts need to be taken into consideration by the NCDOT, and not simply dismissed. This stretch of Beltline cuts through established neighborhoods. True solutions that take into account bicycles, pedestrians, and mid-century neighborhoods can be found. Sound walls are an absolute must...the walls appear to be placed in more affluent parts of the City, and this area needs to be treated with the same respect and given the same level of protection from the roar of traffic in our neighborhoods.	0	Noise walls were determined preliminarily feasible and reasonable in ten areas along the corridor, as described in Section 3.5.4 of the Environmental Assessment (EA). Features proposed for pedestrians and bicyclists include bicycles lanes, sidewalks, and multi-use paths on the roadways crossing I-440, as listed in Table B1 in Appendix B of the EA.
1893	General	Other			no comment	0	No response needed.
1899	General	Other			really?	0	No response needed.
1922	General	Other			I don't use this highway...	0	No response needed.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
2137	General	Other	Noise	Public involvement	Please show side views and topography in your maps. These maps are short on detail. How tall and wide is the proposed retaining wall? How high is the "proposed concrete barrier?" Which lanes are through, exit, or ending? They are not marked. The current "noise" wall at LBT behind Meredith Woods rises and dips with topography and is not built to current standards. It is no longer effective mitigating high-volume noise from the existing lanes--needs to be higher and at level parallel to road bed. (Currently it is about 65-70 dBs at a constant, approaching 95 at times in rush hour at our back door, 200 feet from wall.) . For such a complex project impacting so many people, these publicly released plans are short on details. Every property owner should be able to view the project in a simulation with walls, noise, light, and physical impact. There should be a meeting for each segment.	3	<p>The Public Hearing Maps must convey a large amount of information in a clear and understandable format, so some information must be left off the maps in order for them to be readable. The ability to view the preliminary designs of the Detailed Study Alternatives in 3D was available at the Public Hearing held on August 8, 2017. As described in Section 4.4 of the EA, the NCDOT also is available to meet with small groups upon request.</p> <p>The existing noise wall along I-440 just west of Lake Boone Trail is providing noise reduction to the homes behind it, but noise walls cannot eliminate all traffic noise. This wall is proposed to remain where it is on the hill and will be shifted to the new I-440 shoulder where it currently runs along the shoulder. The noise walls identified in the Environmental Assessment are preliminary and could change. The final locations and designs of the noise walls will be determined during the final design process. For each noise wall recommended during the project's final design process, NCDOT will meet with benefited residents and property owners to provide information on proposed height, length, location and appearance of the recommended noise wall, and will provide an opportunity for those residents and owners to vote on whether to construct the proposed noise wall.</p>
2239	General	Other			Please fully utilize the capabilities of NCDOT's GIS dept by introducing detailed interactive maps hosted on NCDOT's GO!NC website into your Impact Assessment. I do not feel like the large scale maps provide enough detail to accurately assess the plans being considered.	3	The plans presented in the Environmental Assessment, at the Public Hearing, and on the website are preliminary and subject to change and do not include all the details found in final design plans. See response to Comment #2137 under Topic1-Other in this section.
2256	General	Other			we cannot give up the quality of life of north carolineans to highways and traffic	2	Comment acknowledged.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1812	General	Planning			All alternatives have seriously deleterious effects on both campuses and the larger environment. IT would seem that instead of planning yet more concrete and asphalt, serious consideration to reduced, mitigated traffic could be considered. This has been done and is in planning stages in other places. Such an approach is also expensive up front but the long term effects are incomparably better. I grew up in Raleigh, visit family there and have two Alma Maters there, NC State and Meredith. Over the years I have watched my city turn into a sprawling maze dedicated not to the people's other needs, not to environmental considerations, but to the automobile and individual transportation preferences. My experience with and study of contemporary city planning indicates other, better solutions. Cordially and hopefully, LeGrace Benson	1	Transportation investments in the area are described in the region's 2040 Metropolitan Transportation Plan, which plans for all modes of transportation for the next 25 years, including transit, bicycles, and pedestrians. This long range plan is prepared by the Capital Area Metropolitan Planning Organization (CAMPO).
1885	General	Planning			Surveys completed in the last 6 months are slanted due to work being done on the southern leg of 440/40. From commuting this route on the northern end for over 3 years, it is readily apparent that much of the traffic that would have gone on the southern leg is now moving on the northern leg. Results are therefore skewed and I would believe that another survey completed AFTER all the fortify 40 project is completed would be valid but not this one. I don't want my tax money spent on another road that goes nowhere or is made bigger for no purpose except providing more concrete and headaches while expanding and then making it even more difficult to get on and off that section of 440.	4	The project is designed to accommodate the year 2035 forecasted traffic volumes, as described in Sections 1.7 and 2.3.2 of the Environmental Assessment, and updated to 2040 in the Finding of No Significant Impact. The forecasts assume all projects in the area programmed in the State Transportation Improvement Program to be complete by 2035, including Fortify I-40, are taken into account in the forecast.
1897	General	Planning			I don't see why the highway has to be widened since we'll all soon be flying around in drones anyway. By the time this entire widening project is completed, it will probably be obsolete and completely unnecessary. All that money and time and natural beauty totally wasted....	1	The project is schedule to begin construction in 2018 and take approximately four years to complete. The project is designed to accommodate traffic forecasted for the year 2035, updated to 2040 in the Finding of No Significant Impact.
1908	General	Planning			The stretch of I-440 between Wade and Walnut has been a choke point for more than 20 years. Even though it will be painful during construction don't delay in getting this project started.	0	The project is scheduled to begin construction in late 2018.
1915	General	Planning			This project should have been done decades ago. I'd like to see the DOT look at improving the interchange at 440 and Lake Boone Trail. This is a major problem without a stop light at the exit from in entry to 440. This project and the proposed Crabtree 440 project could bring traffic to a stop. Traffic is getting worse daily. Please do this needed improvement as quickly as possible.	0	The project is scheduled to begin construction in late 2018. As part of the project, a second right turn lane will be added to the westbound I-440 off ramp to Lake Boone Trail.
1916	General	Planning			This project should have been done 20+ years ago right after the beltline was rebuilt from US-1 to Wade. I for one am glad it's happening but wish it had happened years ago.	0	Comment acknowledged.
1931	General	Planning			If any improvements to the roads are made, all the planned improvements for non-auto traffic should be invested in - like Greenways, assisting the City, creating a net gain for the community that does not drive.	0	Bicycle lanes, sidewalks, and multi-use paths are features to be included on the cross streets within the project corridor. Reedy Creek Greenway will be impacted, but it will be relocated with only short duration closures anticipated during construction.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1954	General	Planning			I would see money invested in infrastructure for BRT, cycling and walking than anything in this price range. Spending a billion dollars on 440 this decade on car-centric infrastructure is short sighted. It doesn't pay nearly the dividends as creating an environment where people of all backgrounds can move freely without having to own a car.	1	See response to Hillsborough-Wade Common Comment #13.
2120	General	Planning	Construction		I would like thoughtful and useful use of my tax dollars. Today's surveys may not be relevant based on impacts from fortify 40. I would rather that all else is put on hold till that is done. Fortify 40 has been a disaster and I would like to learn how future traffic disasters will be mitigated before you start spending my tax dollars.	3	The project is designed to accommodate the year 2035 forecasted traffic volumes, as described in Sections 1.7 and 2.3.2 of the Environmental Assessment, updated to 2040 in the Finding of No Significant Impact. The forecasts assume all projects in the area programmed in the State Transportation Improvement Program to be complete by 2035 are taken into account in the forecast. The Fortify 40 project will be completed prior to construction on the I-440 project.
2121	General	Planning			The Fortify 40 project is now over 4 years old and full of overruns. Can any of us deal with a 4 plus year project on this end too when the other end has not yet been completed? Try something simple that will make a BIG impact like putting in strategic left turn lanes on Jones Franklin - low impact on everyone - huge results on traffic. Maybe widen Hillsborough from Jones Franklin to Blue Ridge to keep that traffic flowing better through to Blue Ridge which can accommodate the load. Then go on with some success under your belt with other changes based on impacts from these kinds of projects and determine how needed all this and where there are real safety issues. Show us you are tax payer responsible and that you are community responsive first.	3	The Fortify 40 project will be completed prior to construction starting on the I-440 project. The I-440 project also will be coordinated with the project to grade separate Blue Ridge Rd at Hillsborough St, Beryl Rd and the railroad tracks (Project U-4437).
1930	General	Public involvement			This needs to begin all over again and have all parties at the table	0	As described in Chapter 4 of the Environmental Assessment, there were numerous opportunities for the general public, local groups, and governmental agencies to be involved in the project.
2279	General	Public involvement			Thank you for the opportunity to post comments and respond to options.	1	Comment acknowledge. NCDOT reviews and considers each comment provided.
1887	General	Public transit			All of these are terrible ideas and waste of land on cars - a dying technology. Invest in the future by putting this funding into transit.	7	Federal funds for the I-440 improvements cannot be allocated to non-highway purposes. Also, see response to Hillsborough-Wade Common Comment #13.
1891	General	Public transit			Put the money for these projects into lightrail services. Widening the road is only encouraging more driving and more cars. Making the road bigger does not have the long term impact that a rail service would.	11	Federal funds for the I-440 improvements cannot be allocated to non-highway purposes. Also, see response to Hillsborough-Wade Common Comment #13.
1902	General	Public transit			For once I wish the people studying traffic patterns would consider alternatives to widening roads. Perhaps vastly improving our public transportation options such as increasing bus routes. Encouraging carpooling with direction switching HOV lanes.	4	Federal funds for the I-440 improvements cannot be allocated to non-highway purposes. Also, see response to Hillsborough-Wade Common Comment #13.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1914	General	Public transit			Good gracious! If we'd use public transportation and increase that then we wouldn't have to use taxpayers money to make this big change which will have a dreadful impact on the beauty of that area. I am a realtor and tour around folks planning to moving to our area all the time and have for almost 30 years. One of the things that they always comment on it that our area is so green and beautiful, full of trees and space and breathing room. They love seeing the vet school from the road and it's rolling hills and also the Meredith Campus. Come up with something that will not make that area look so busy and full of pavement! How about spending more money on buses and such!?	0	NCDOT and the design-build team will continue to evaluate ways to reduce impacts through final design. Also, see responses to Hillsborough-Wade Common Comments #1, #6, and #13.
1944	General	Public transit			NCDOT, the solution is to improve public transportation options! Raleigh is a confusing city with an awful layout as it is, but the bus system is difficult to figure out and is sparse. Improving public transport to areas like NCSU, Crabtree Mall, downtown, or the fairgrounds would help ease the traffic flow. Many people living in other cities could go without a car-- make it so Raleigh dwellers could feasibly do the same! Let's stop encroaching on significant parts of our current city (such as Meredith College and the University Club). Let's start supporting the future growth of the city-- that is public transportation.	2	See responses to Hillsborough-Wade Common Comments #1, #6, and #13.
1945	General	Public transit			It would be a shame to invest this much time and money into a road expansion when we could invest in a better public transportation system instead, such as a TEB or sky tram. Even if the road is expanded, it will just get crowded again in a few years.	0	See response to Hillsborough-Wade Common Comment #13.
1946	General	Public transit			Please consider putting more money into a light rail system not widening the road. No matter how big you make it, the cars will come. Create a long term solution to reduce the cars not increase the cars.	3	See response to Hillsborough-Wade Common Comment #13.
1955	General	Public transit	Bicycles/ pedestrians		Please invest in BRT, cycling and walking. All car-centric design eventually gives you this: <a href="https://www.flickr.com/photos/bikeyface/27444777295/">https://www.flickr.com/photos/bikeyface/27444777295/</a>	1	See response to Hillsborough-Wade Common Comment #13.
1956	General	Public transit			All of these are effecting natural area and pre-developed fields, the impact is to great for the benefit. Wouldn't it be smarter to just minimize the amount of cars traveling to RTP by putting in the light rail to RTP from central locations. Even the oldest city in Portugal has a rail system that helps minimize traffic. I just don't believe the most educated team is thinking about Raleigh transportation.	3	See response to Hillsborough-Wade Common Comment #13.
2099	General	Public transit			My only concern is the high cost and use of resources. This whole project is a significant amount of resources and does nothing to reduce the carbon footprint or advance public transport to reduce the number of cars on the road vs accommodate the increase of cars on the road.	0	See response to Hillsborough-Wade Common Comment #13.
2163	General	Public transit			The money should be spent on a more efficient transportation system. We're going to end up like D.C. We should invest in public transit now before we expand our roads to the max and run out of room. It would be better for the environment anyway.	0	See response to Hillsborough-Wade Common Comment #13.



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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1906	General	Right of way			This project will be shut down. We will not give you our property.	0	NCDOT will continue to explore ways to minimize right of way needs through final design. NCDOT has the legal authority to acquire property under eminent domain regulations. NCDOT's property acquisition and relocation processes are defined in laws, as described in Section 3.1.2 of the Environmental Assessment. NCDOT must pay fair market value for all property purchased and NCDOT offers several programs to minimize the inconvenience of relocation.
1913	General	Right of way			This is atrocious to see that families will loose their homes due to the negative effects of overpopulation of this area	1	NCDOT tries to minimize the impacts of transportation projects to the human and natural environments wherever feasible. NCDOT recognizes and tries to balance the needs of the many stakeholders along the corridor and the provision of transportation facilities that can adequately carry traffic volumes in a safe and efficient manner.
1936	General	Right of way			I think these interchanges are all designed to maximize 'flow', but have not been studied through the lense of cost to their surroundings. These appear to be very '20th century' plans.	0	The Environmental Assessment prepared for the project summarizes the project's estimated costs and impacts to the human and natural environment.
1948	General	Right of way	Bicycles/ pedestrians		Reduce impacts to residents and protect/increase pedestrian access ways.	0	Measures to reduce the right of way needs and relocations caused by the project will continue to be investigated through final design. NCDOT will follow their established processes for acquiring property and assisting residents and businesses in relocation, as described on page 3-4 of the EA. Bicycle lanes, sidewalks, and multi-use paths are features to be included on the cross streets within the project corridor.
1892	General	Traffic			I have been driving in this area for past 25 years. All I can say about the traffic is that the cause is mostly on the part of the drivers who do not pay attention to their driving. No matter how wide the lanes are, no matter how many lanes there are, in the rush hour, bad drivers create heavy traffic.	1	Many factors can contribute to congestion. The problems along the project corridor are described in Section 1.3 of the Environmental Assessment.
1903	General	Traffic			the more you increase road capacity, the more you encourage people to drive, further increasing congestion. This is north carolina not texas. we should not sacrifice our livelihoods to cars.	0	The needs for the project are described in Section 1.3 of the Environmental Assessment and include fixing the poor conditions along this segment of I-440 and improving the layout of the roadway and interchanges, in addition to widening the mainlines of I-440 to match the rest of the Beltline.
1904	General	Traffic			the more you increase road capacity, the more you encourage people to drive, further increasing congestion. This is north carolina not texas. we should not sacrifice our livelihoods to cars.	3	The needs for the project are described in Section 1.3 of the Environmental Assessment and include fixing the poor conditions along this segment of I-440 and improving the layout of the roadway and interchanges, in addition to widening the mainlines of I-440 to match the rest of the Beltline.

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Comment #	Location	Topic1	Topic2	Topic3	Comment	Upvotes	Response
1919	General	Traffic			I travel this corridor daily. I think the money and time would be better spent on DRIVER EDUCATION. It's not the road that is the problem, it's the negligent drivers. A little more policing would go a long way.	2	Many factors can contribute to congestion. The problems along the project corridor are described in Section 1.3 of the Environmental Assessment.
1926	General	Traffic			I hate the adverse impact - all of them - but there IS a traffic problem here.	2	The traffic and roadway problems in the corridor are described in Chapter 1 of the Environmental Assessment.
1937	General	Traffic			It is not entirely suprising, but is very disappointing, that in 2017, DOT is marching forward with plans of this magnitude, all in the interest of carrying out long range plans hatched decades ag o. There are many ways to ease congestion and reduce accidents short of wholesale reconstruction of exsiting exits, lanes and connections. The cost in land and treasure is far out of proposrtion with the modest gains in traffic flow that are projected to come from these projects. It is well known that these projects seldom result in the promised 'eased congestion'. The law of induced demand shows that wider roads and more lanes inevitably bring more cars, and the cycle continues. I think the community would benefit from a hold on this nearly half a billion dollar (!) expendture, and a re calibration of the DOT's designs to better reflect today's and tomorow's community values and realities.	2	The project is included in the 2040 Metropolitan Transportation Plan for the region, prepared by the Capital Area Metropolitan Planning Organization. The needs for the project are described in Section 1.3 of the Environmental Assessment and include fixing the poor conditions along this segment of I-440 and improving the layout of the roadway and interchanges, in addition to widening the mainlines of I-440.
1950	General	Traffic			the more you increase road capacity, the more you encourage people to drive, further increasing congestion. This is north carolina not texas. we should not sacrifice our livelihoods to cars.	2	The needs for the project are described in Section 1.3 of the Environmental Assessment and include fixing the poor conditions along this segment of I-440 and improving the layout of the roadway and interchanges, in addition to widening the mainlines of I-440 to match the rest of the Beltline.
2254	General	Traffic			the more you increase road capacity, the more you encourage people to drive, further increasing congestion. This is north carolina not texas. we should not sacrifice our livelihoods to cars.	2	I-440 is being widened by one additional lane in each direction to match the rest of I-440 and to eliminate the bottlenecks where I-440 reduces down to two lanes from three lanes, which is a source of daily congestion.
2255	General	Traffic			the more you increase road capacity, the more you encourage people to drive, further increasing congestion. This is north carolina not texas. we should not sacrifice our livelihoods to cars.	1	See response to Comment #2254 under Topic1-Traffic in this section.
2308	General	Traffic			Synchronize all lights.	0	Existing traffic signals along the corridor (I-440 at Lake Boone Trail, Hillsborough St, Western Blvd, and Jones Franklin Rd) are part of the connected Raleigh signal system that can program the signals for coordinated timing. Any new traffic signals installed as part of the project would also be connected to the system.