

# Appendix J.3a: Public Meeting Materials

## March 2015

**Durham-Orange Light Rail Transit Project**



**August 2015**

# PRESENTING: LIGHT RAIL

Be the first to review the data gathered during our environmental studies



## Learn about: UNC Hospitals to Duke

Join us to look at the data for the proposed D-O LRT Project from the UNC Hospitals station to the Duke station alternatives. Presentations at 4:15, 5:15 & 6:15, followed by an open house with project staff.



**The Friday Center | 4-7 p.m.**  
100 Friday Center Drive  
Chapel Hill, NC 27599



**Durham Station | 4-7 p.m.**  
515 W. Pettigrew Street  
Durham, NC 27701

## Learn about: Erwin Rd. to Alston Ave.

Join us again to view data for the proposed D-O LRT project from the Ninth Street station to the Alston Avenue Station. Presentations at 4:15, 5:15 & 6:15 at Durham Station and 2:15, 3:15 & 4:15 at the John Avery Boys & Girls Club



**Durham Station | 4-7 p.m.**  
515 W. Pettigrew Street  
Durham, NC 27701



**John Avery Boys & Girls Club | 2-5 p.m.**  
808 E. Pettigrew Street  
Durham, NC 27701

All public meetings are held in ADA accessible facilities. Any individual who requires special assistance in order to participate in a public meeting is urged to contact Triangle Transit at 1-800-816-7817 at least one week prior to the first meeting to make such arrangements.

Todas las reuniones públicas se llevan a cabo en las instalaciones de fácil acceso de ADA. Toda persona que necesite ayuda especial para poder participar en una reunión pública, debe ponerse en contacto con Triangle Transit al 1-800-816-7817 con al menos una semana de anticipación antes de la primera reunión, para hacer este tipo de pedidos.

# LET YOUR VOICE BE HEARD!

Learn about and comment on the Proposed D-O LRT Project



## Want to Learn?

Learn about the proposed D-O LRT Project at one of two public information sessions. Presentations at 4:15, 5:15 & 6:15, followed by an open house with project staff.



**The Friday Center | 4-7 p.m.**

100 Friday Center Drive  
Chapel Hill, NC 27599



**Durham Station | 11 a.m.-2 p.m.**

515 W. Pettigrew Street  
Durham, NC 27701

## Want to Comment?

Comment on the proposed D-O LRT Project at one of two public hearings. Your comments will be recorded and included as a part of the project's administrative record.



**The Friday Center | 6-9 p.m.**

100 Friday Center Drive  
Chapel Hill, NC 27599



**Durham County Commissioners Chamber | 6-9 p.m.**

200 East Main Street  
Durham, NC 27701

All public meetings are held in ADA accessible facilities. Any individual who requires special assistance in order to participate in a public meeting is urged to contact Triangle Transit at 1-800-816-7817 at least one week prior to the first meeting to make such arrangements.

Todas las reuniones públicas se llevan a cabo en las instalaciones de fácil acceso de ADA. Toda persona que necesite ayuda especial para poder participar en una reunión pública, debe ponerse en contacto con Triangle Transit al 1-800-816-7817 con al menos una semana de anticipación antes de la primera reunión, para hacer este tipo de pedidos.

Welcome! ¡Bienvenidos!

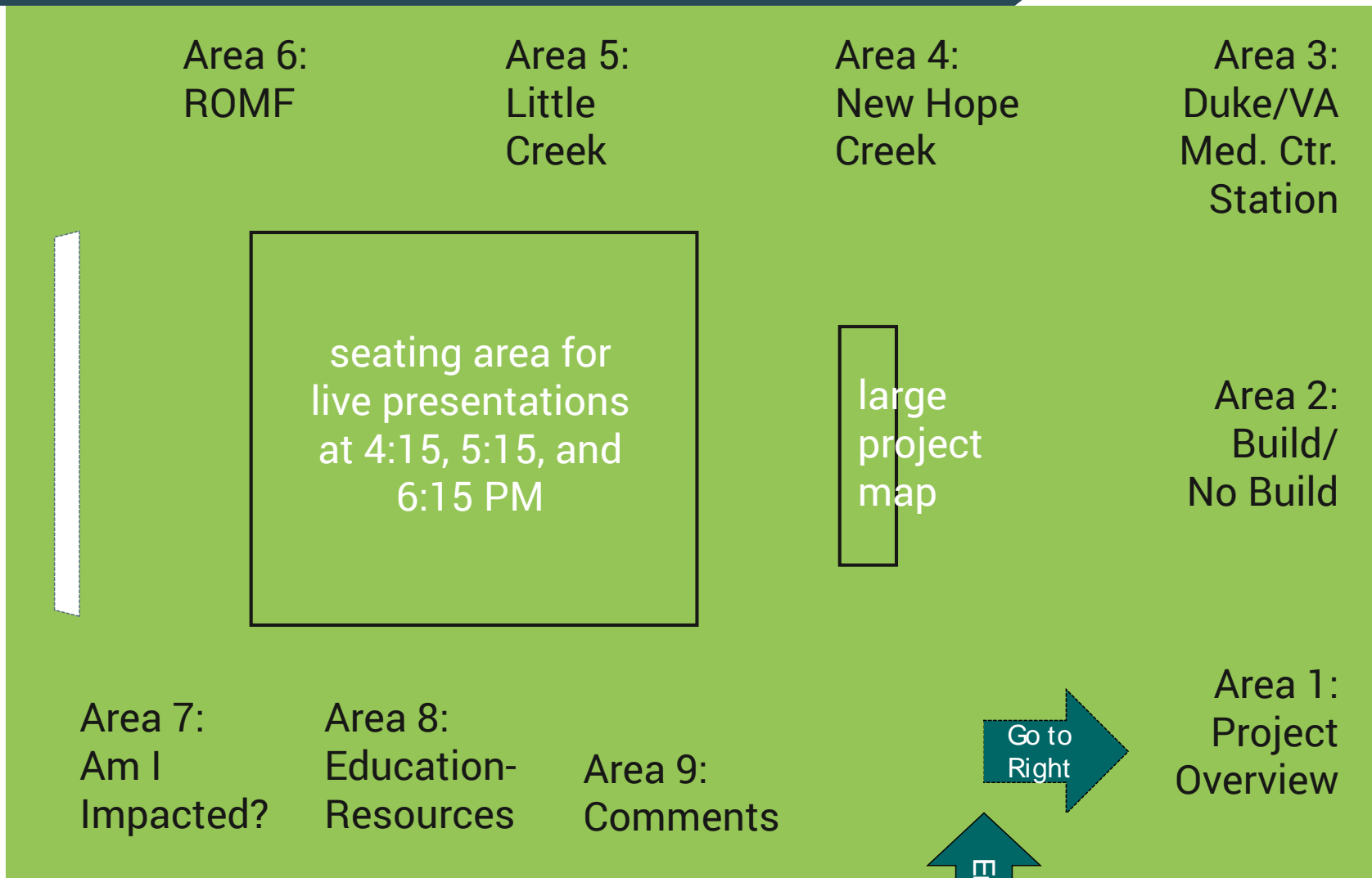
# Durham-Orange Light Rail Transit Project Public Meeting

Hablamos español. Pregunta Aquí.



# Public Meeting Room Layout

Start to your right as you enter the room. Please ask questions!



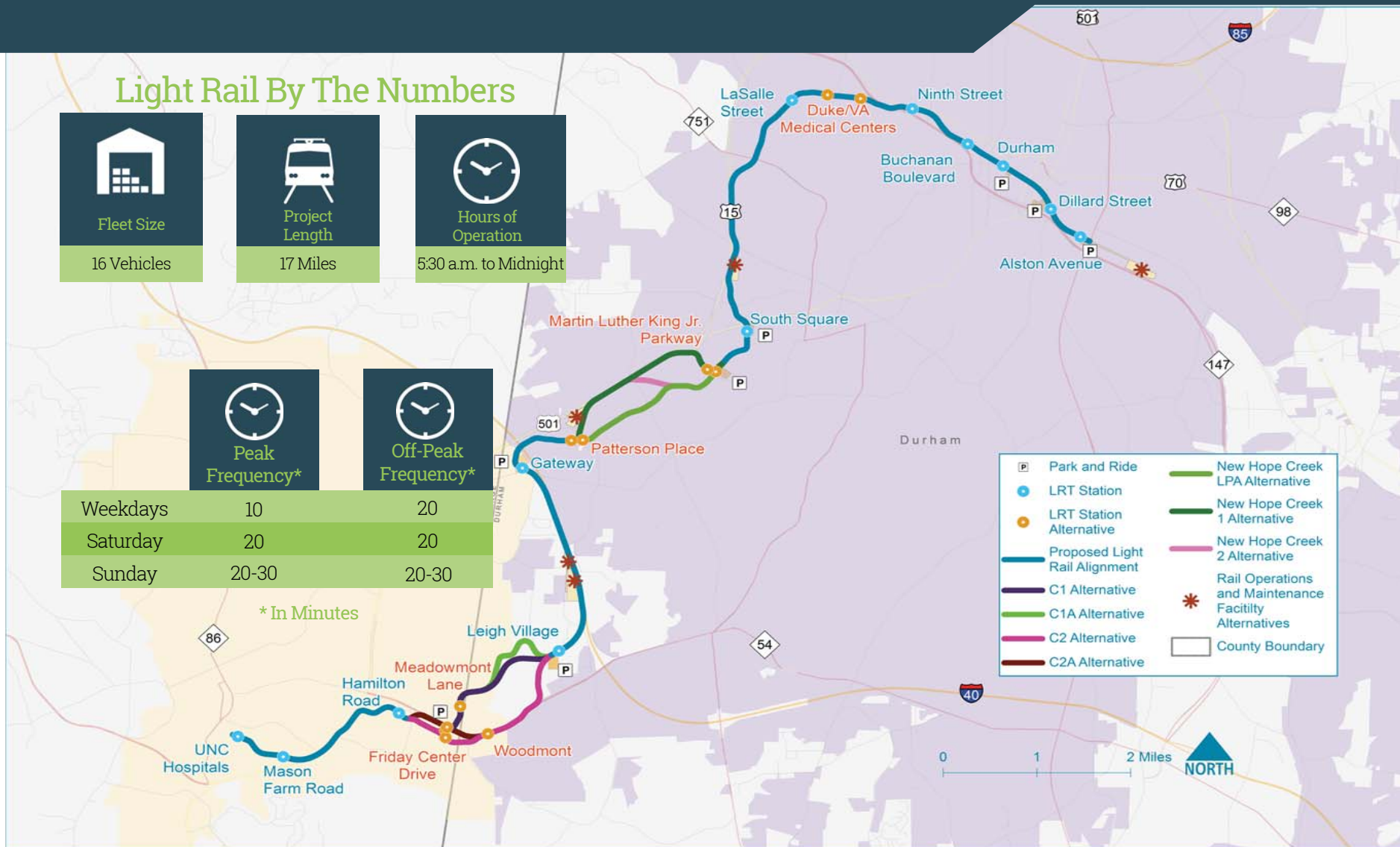
# Durham-Orange Light Rail Transit Project

## Light Rail By The Numbers

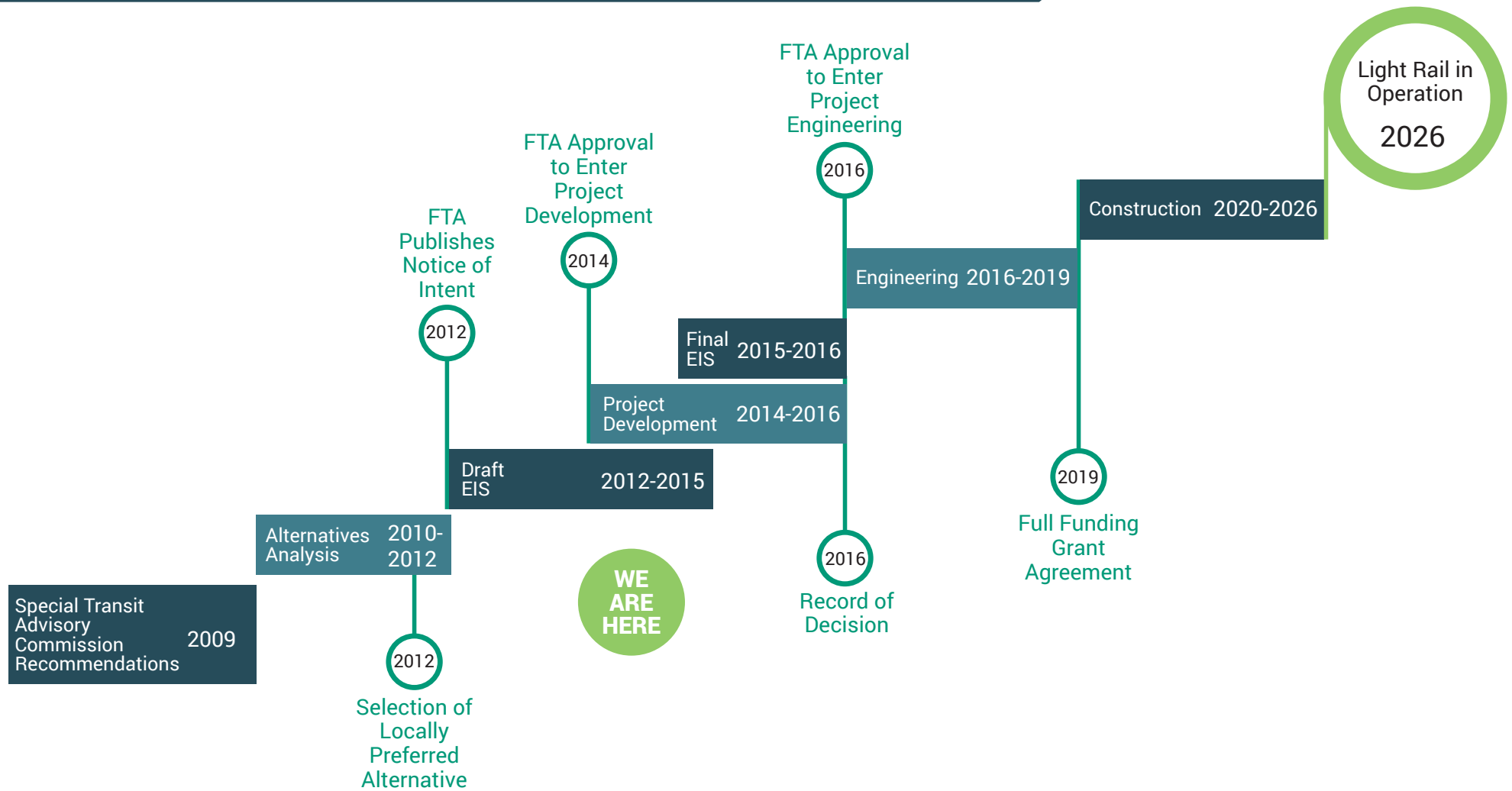
Fleet Size	Project Length	Hours of Operation
16 Vehicles	17 Miles	5:30 a.m. to Midnight

	Peak Frequency*	Off-Peak Frequency*
Weekdays	10	20
Saturday	20	20
Sunday	20-30	20-30

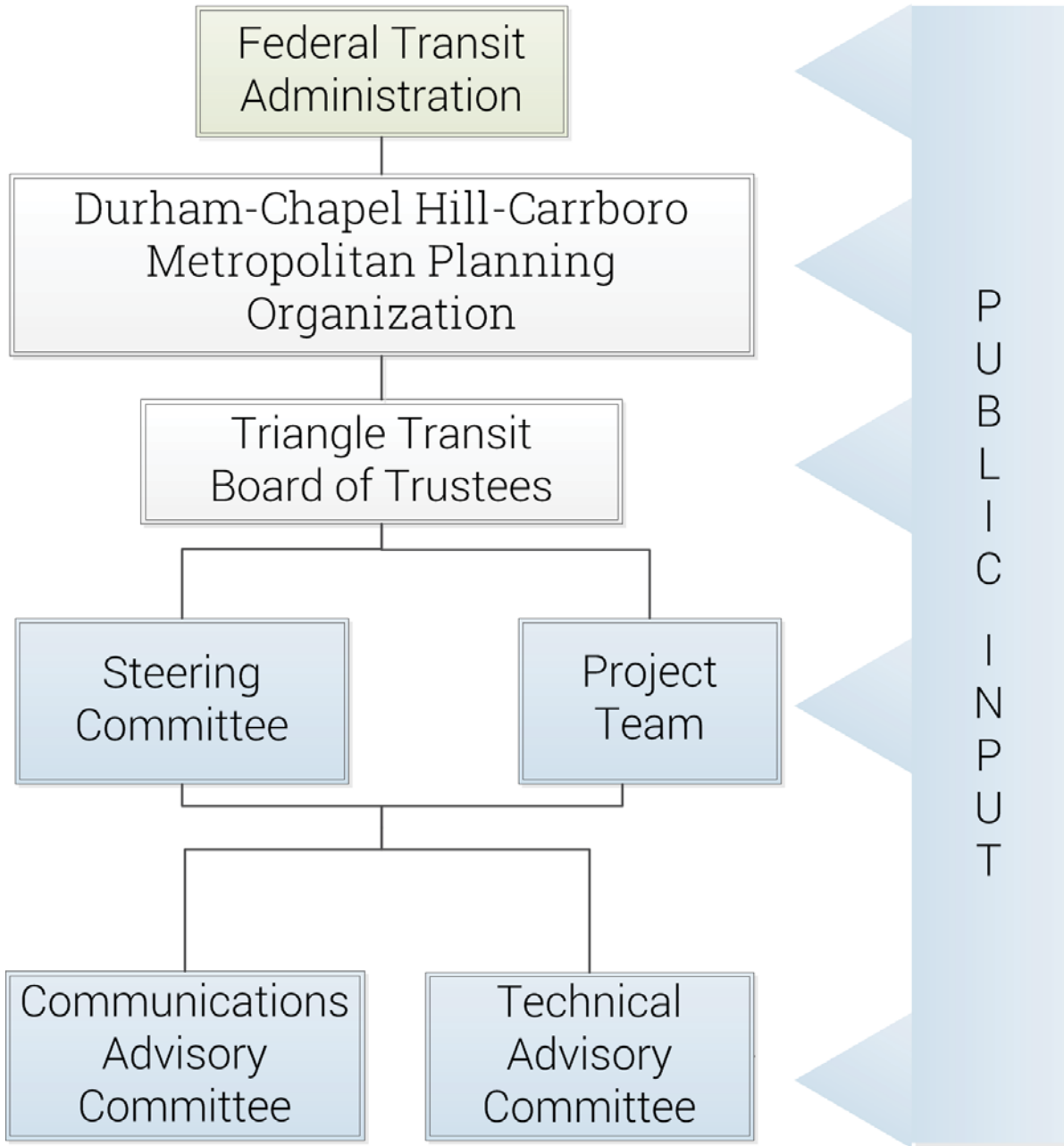
\* In Minutes



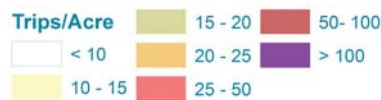
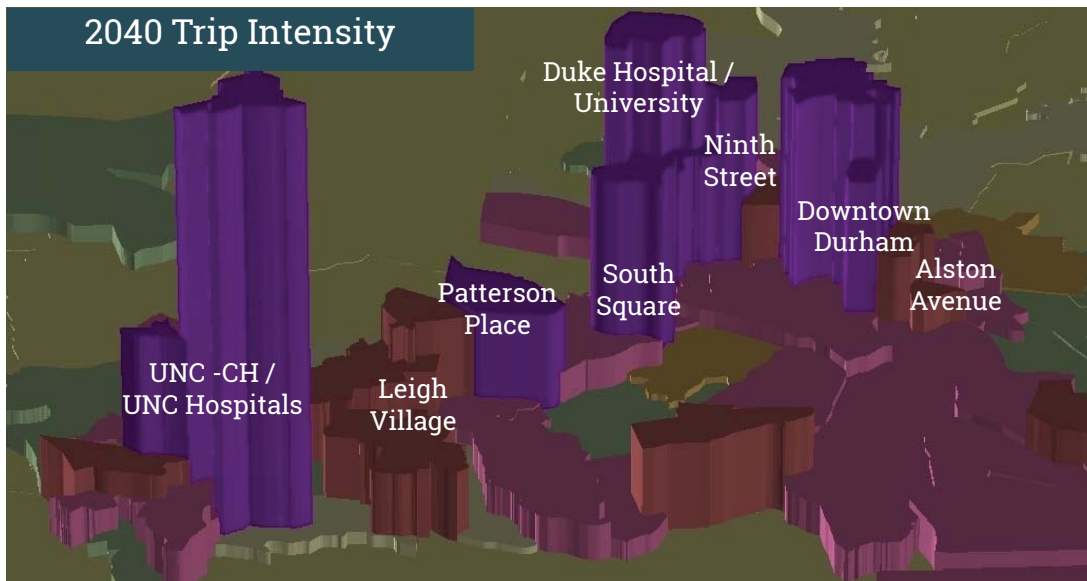
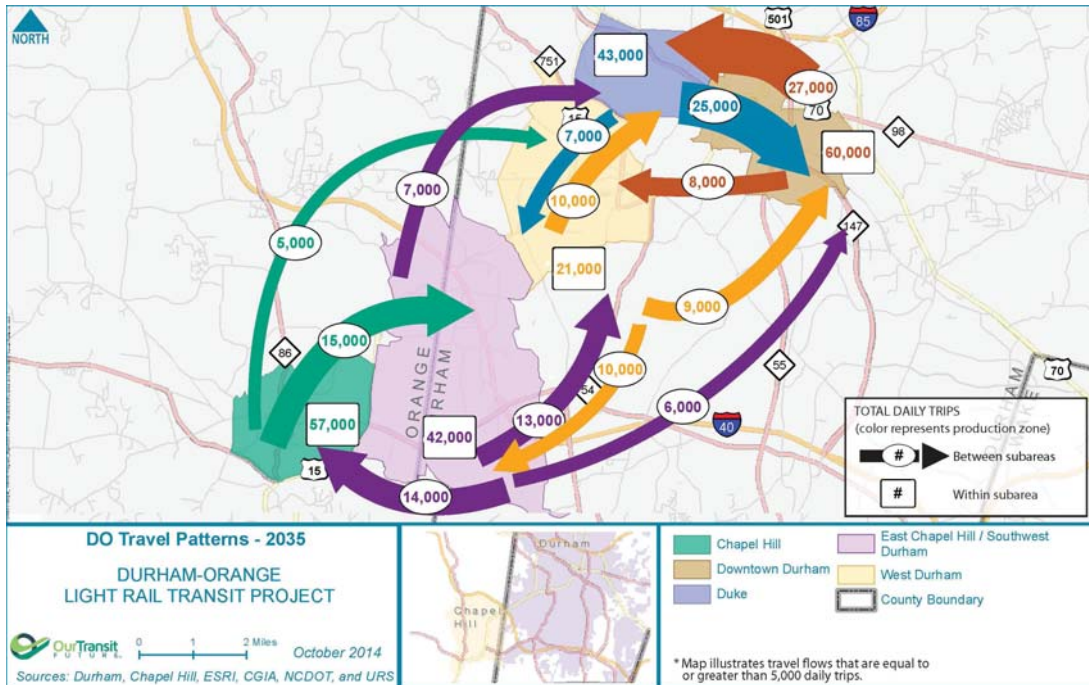
# Project Timeline



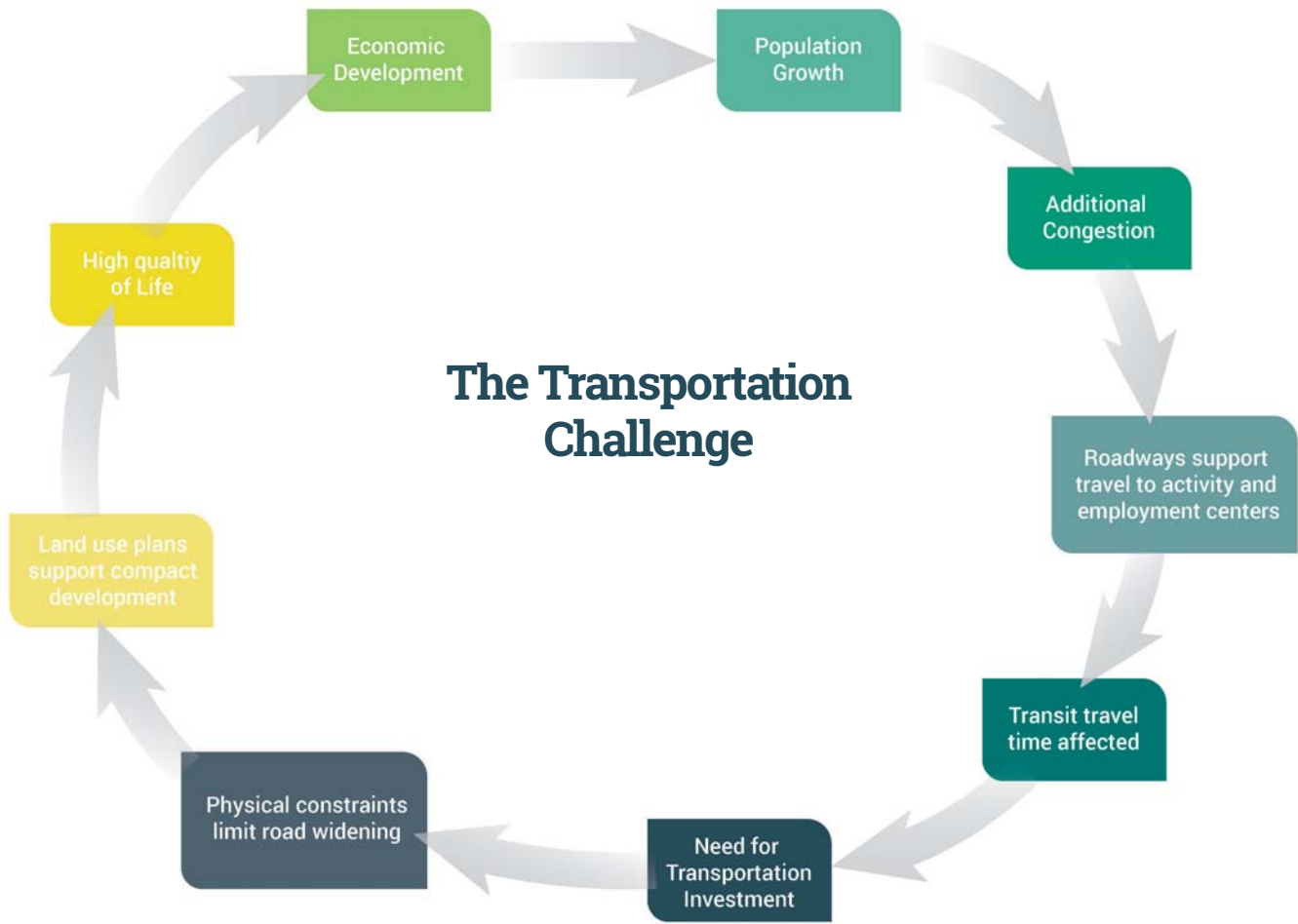
# Durham-Orange Light Rail Transit Decision-Making Process



# Where are people going?



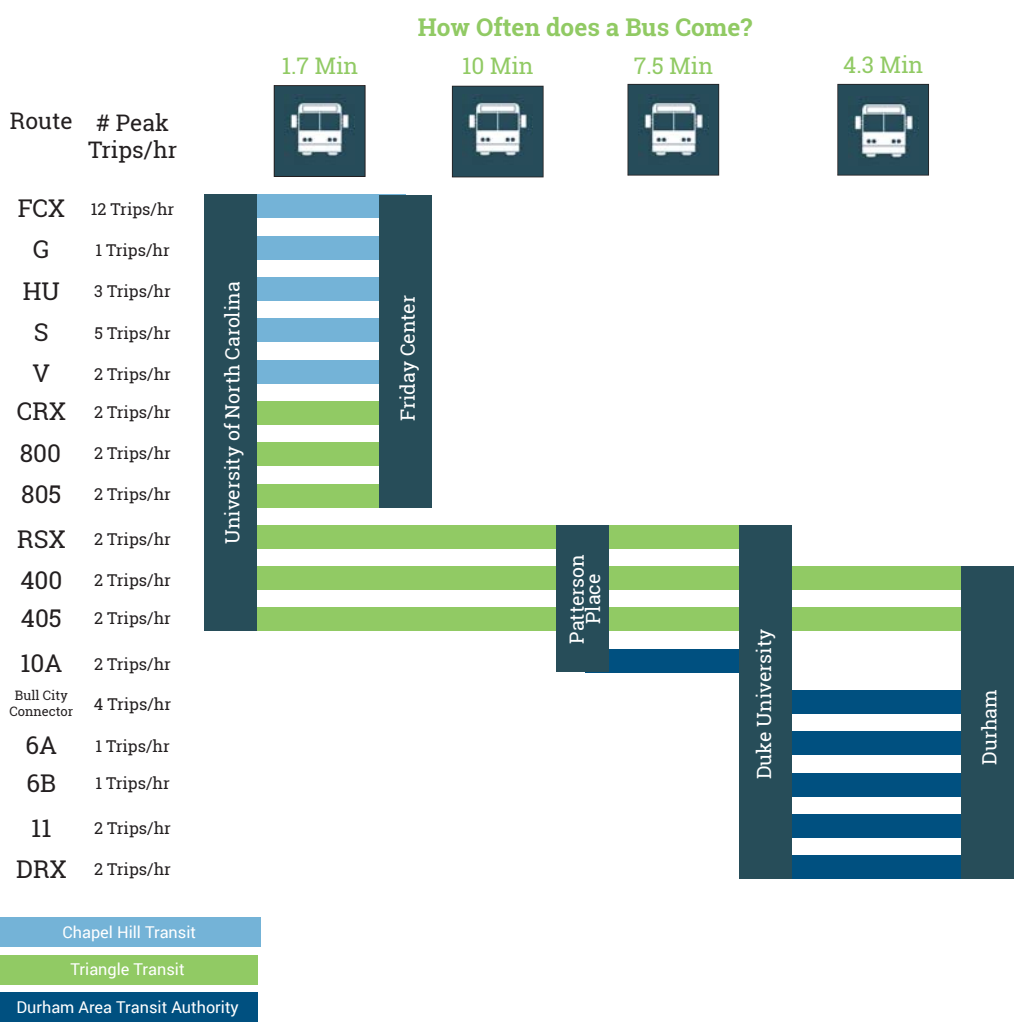
# The Transportation Challenge



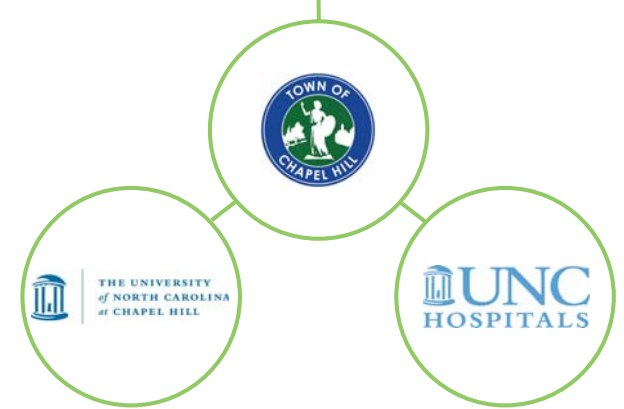


# Where Are People Going?

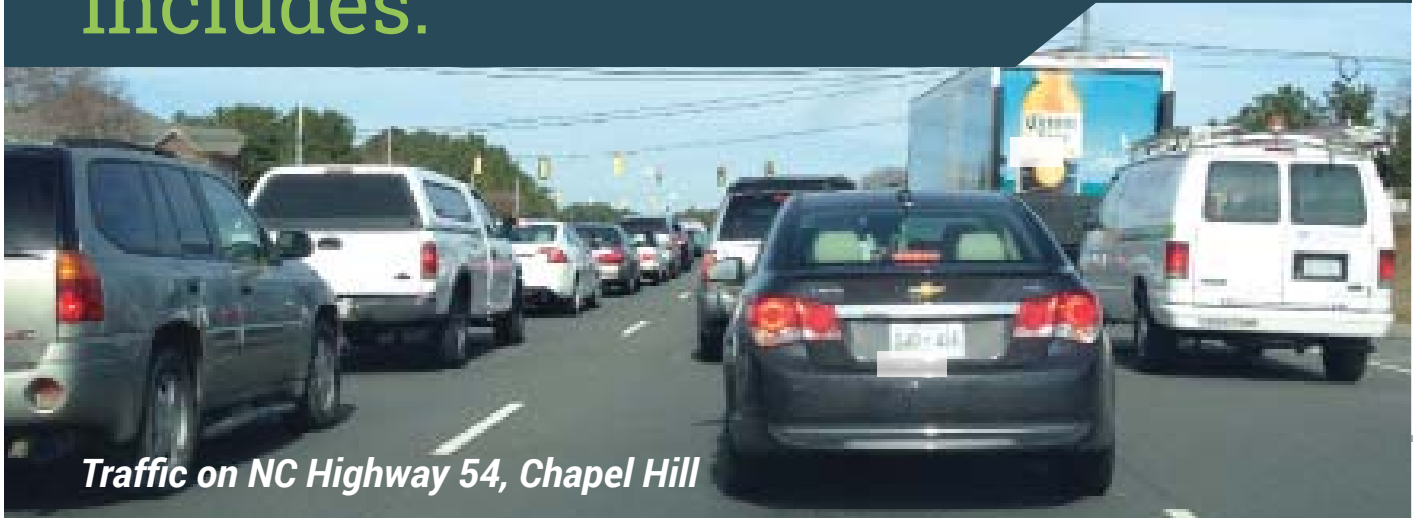
## Existing Bus Service in Corridor



The Corridor has more than **150,000** Employees & Students



# The No-Build Alternative includes:



- Existing highway network
- Projects in the State Transportation Improvement Program
- Projects listed in the DCHC MPO 2040 Metropolitan Transportation Plan
- Existing transit routes and schedules
- New bus services (Triangle Transit, DATA, and Chapel Hill Transit)
- New bus services to serve areas that would be developed by 2040, except those served by proposed rail transit improvements and related bus transit modifications
- Replacement of existing transit facilities and equipment at the end of their useful life

# What is an Environmental Impact Statement (EIS)?

An EIS is a requirement of the National Environmental Policy Act (NEPA) for projects seeking Federal Action that may result in a significant effect on the quality of the Human or Natural Environment. An EIS is a tool for decision-making. Environmental topics typically studied include:

- Purpose & Need
- Transportation
- Land Use & Zoning
- Socio-Economic Conditions
- Neighborhoods & Community Services
- Visual & Aesthetic Considerations
- Historic & Archaeological Resources
- Parklands
- Natural Resources
- Water Resources
- Air Quality
- Noise & Vibration
- Energy Use
- Hazardous & Contaminated Materials
- Safety & Security
- Property Acquisitions
- Residential & Business Displacements
- Construction Impacts
- Indirect & Cumulative Effects
- Financial Analysis
- Public & Agency Input

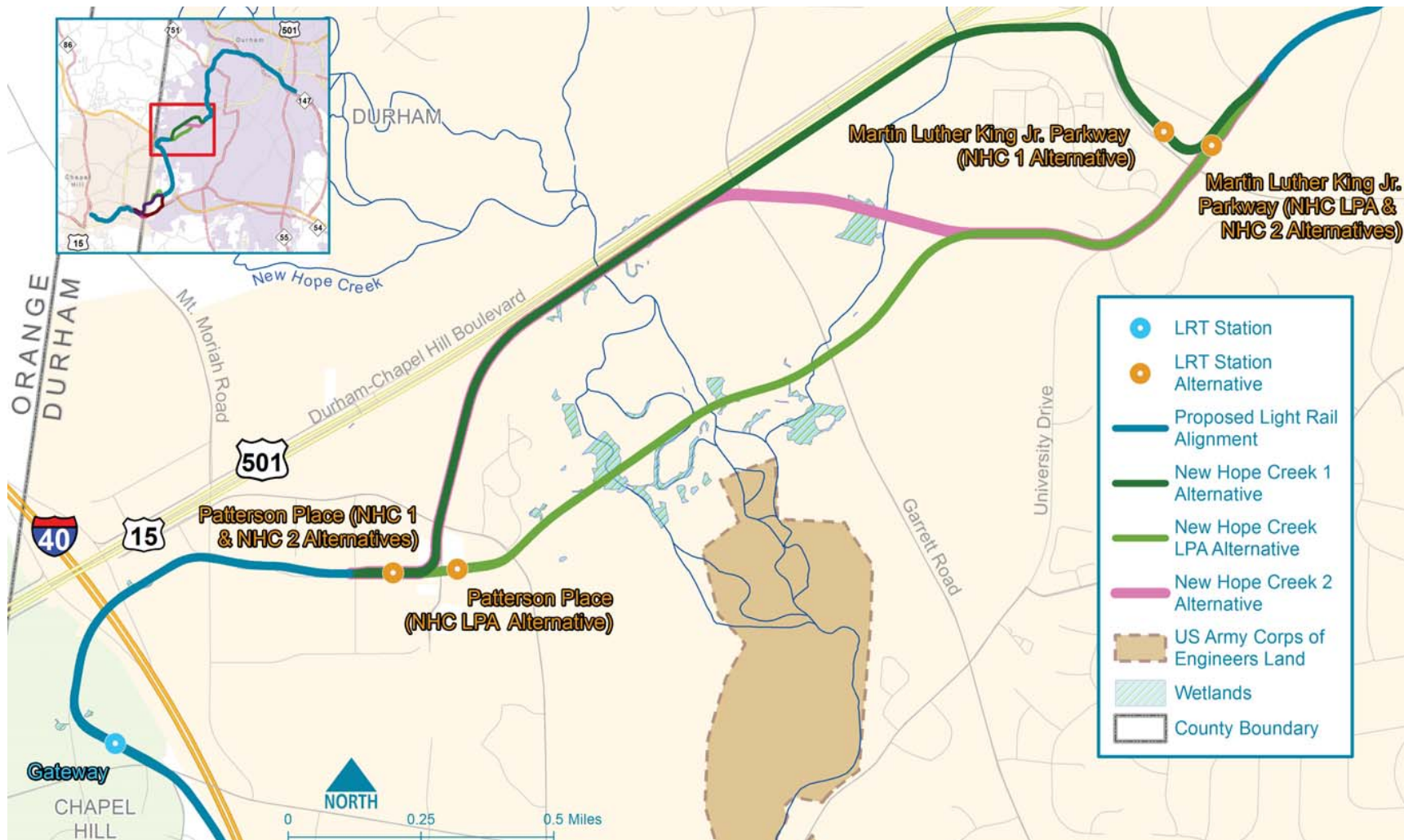
# Select the Station Location for Duke/VA Medical Centers



The two station alternatives under consideration in this area will be evaluated based on the assessment criteria. In certain instances, criteria are uniform across the alternatives while other criteria will help to inform the study and to distinguish and select an alternative.

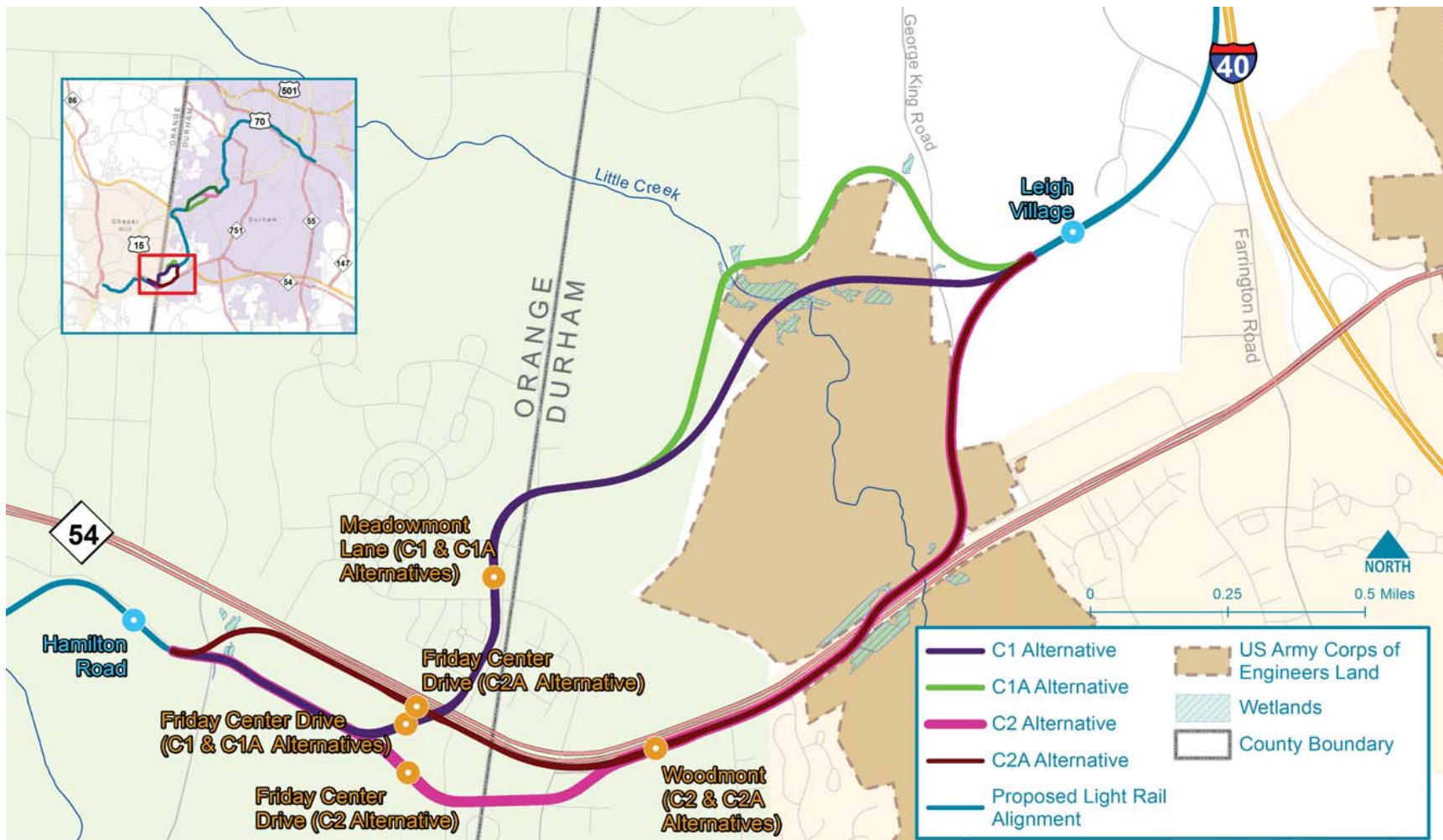


# Select the New Hope Creek Alignment



The three alignments under consideration in this area will be evaluated based on the assessment criteria. In certain instances, criteria are uniform across the alternatives while other criteria will help to inform the study and to distinguish and select an alternative.

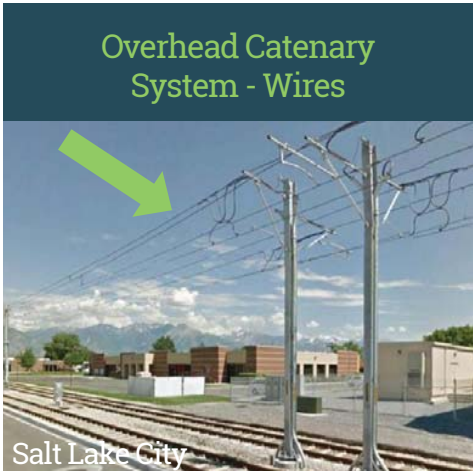
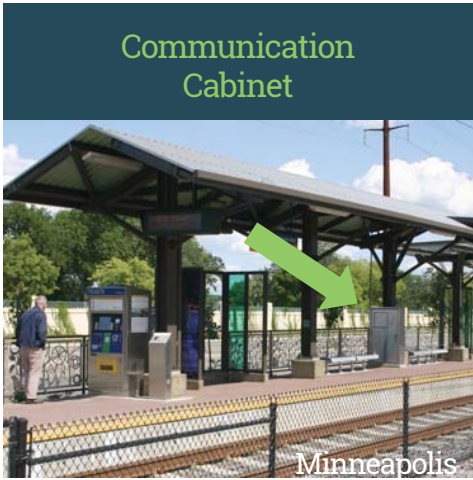
# Select the Little Creek Alignment



The four alignments under consideration in this area will be evaluated based on the assessment criteria. In certain instances, criteria are uniform across the alternatives while other criteria will help to inform the study and to distinguish and select an alternative.



# Components of a Light Rail System



# What is a Light Rail Vehicle?

90'  
Light Rail  
Vehicle



40' Bus



Portland



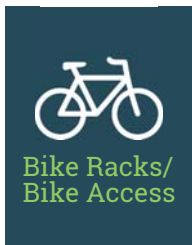
Minneapolis



Minneapolis



ADA  
Accessible



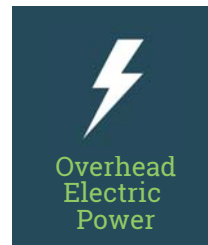
Bike Racks/  
Bike Access



Security  
Cameras



On-Board Seating/  
Standing Access







Overhead  
Electric  
Power

# Rail Operations & Maintenance Facility (ROMF)








## Facility Uses

 Storage	 Maintenance
 Washing	 Administration



## Employment at Similar Systems (2012)

	 Location	 Vehicle Operations	 Vehicle Maintenance	 Non-Vehicle Maintenance	 General Administration	Total Staff
Charlotte Area Transit System	Charlotte, NC	47	33	23	36	139
Metro Transit	Minneapolis, MN	81	38	44	13	176
Hampton Roads Transit	Norfolk, VA	51	15	20	23	109



# How Public Comments Have Shaped the Project

## Comments We Have Heard

## How We Have Responded

Study other ways to cross New Hope Creek	Developed New Hope Creek Alternatives using public input
Consider studying other Rail Operations & Maintenance Facility Locations	Added a Rail Operations & Maintenance Facility site at Alston Avenue
Cross Little Creek at its narrowest point	C1A Alternative was added back for study
We want sidewalk and bicycle access	Bicycle parking and sidewalks were added to station plans
Between US 15-501 and Little Creek, consider running north of NC 54	We evaluated this, but the alignment would not serve the Friday Center, existing Park-and-Ride lot, or potential development opportunities near Woodmont Station
Consider at-grade alignment through downtown Durham and move Durham Station closer to DPAC	Working with City of Durham and NCCR, we revised the alignment through downtown Durham



# Public Information Session

UNC Hospitals to Duke/VA Medical Centers

*Durham-Orange  
Light Rail Transit  
Project*



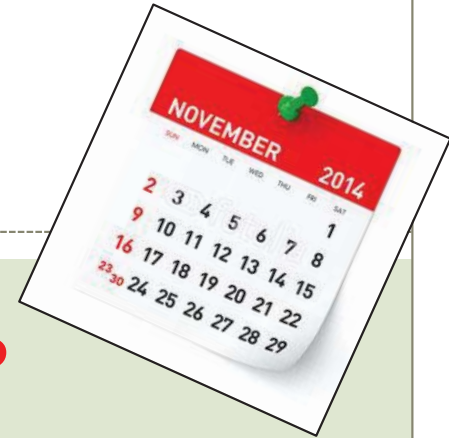
# Agenda



- Quick Project Update
- What We Study
- Five Key Decisions in DEIS: Reviewing the data
- What We Need From You
- Open House



# Quick Project Update



## What's Changed Since November?

- Results of data analysis for the five key decisions
- The North Carolina Railroad Company (NCR) defined their future capacity requirements
- Alignment Refined between Duke/VA Medical Centers and Alston Ave stations in Collaboration with NCR and City of Durham
  - Elevated guideway continues over Swift Avenue
  - Shifts in alignment and station locations
  - Bi-directional Transitway: one-way eastbound automobile traffic on Pettigrew Street between Chapel Hill and Dillard Streets

# Current Schedule & Milestones



PROJECT DEVELOPMENT TASKS	PROJECTED SCHEDULE
Development of Recommended NEPA Preferred Alternative	April – May 2015
Administrative DEIS submitted to FTA	June 2015
45-day Public Review and Comment Period on DEIS	Sept – Oct 2015
Publication of the FEIS /ROD by FTA	Feb 2016

# What We Study



- **Transit Ridership**
- **Regional Travel Patterns**
- **Capital & Operating Costs**
- **Noise / Vibration**
- **Cultural & Historic Resources**
- **Public Parklands**
- **Natural Resources**
- **Energy Use**
- **Traffic**
- **Utilities**
- **Air Quality**
- **Water Quality**
- **Land Use**
- **Bicycle & Pedestrian Facilities**
- **Visual & Aesthetic**
- **Minority & Low-Income Population Impacts**
- **Neighborhoods**
- **Business & Residential Impacts**
- **Population Served**
- **Employment Served**
- **Construction Impacts**



**Five Key Decisions  
In  
“Project Development”**

# #1- To Build or Not to Build



**Build**

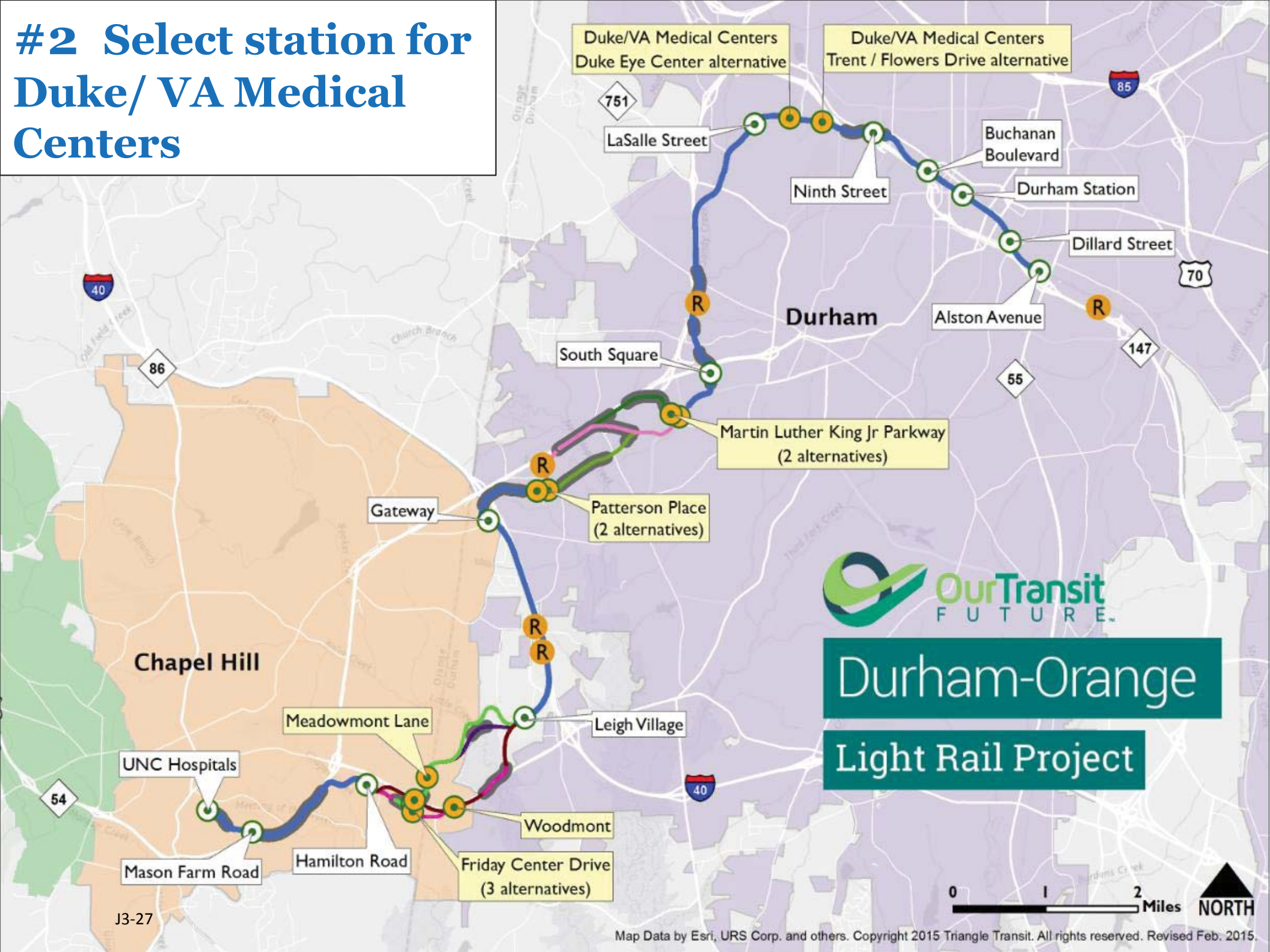
**No Build**



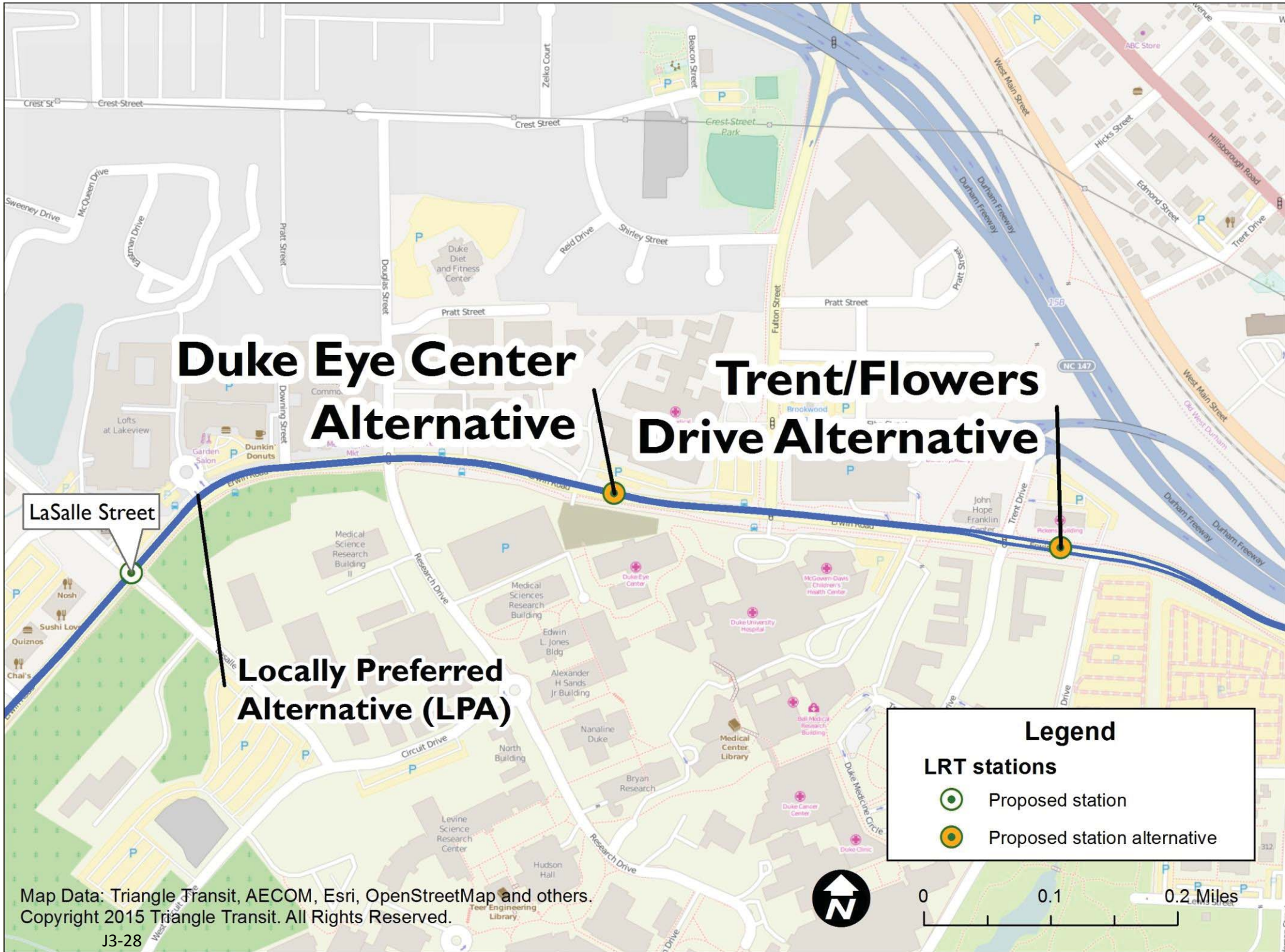
Station 2



# #2 Select station for Duke/VA Medical Centers







**Duke Eye Center  
Alternative**



**Trent/Flowers  
Drive Alternative**

**Locally Preferred  
Alternative (LPA)**

LaSalle Street

**Legend**

**LRT stations**

-  Proposed station
-  Proposed station alternative

Map Data: Triangle Transit, AECOM, Esri, OpenStreetMap and others.  
Copyright 2015 Triangle Transit. All Rights Reserved.



# Duke/VA Medical Centers: Summary

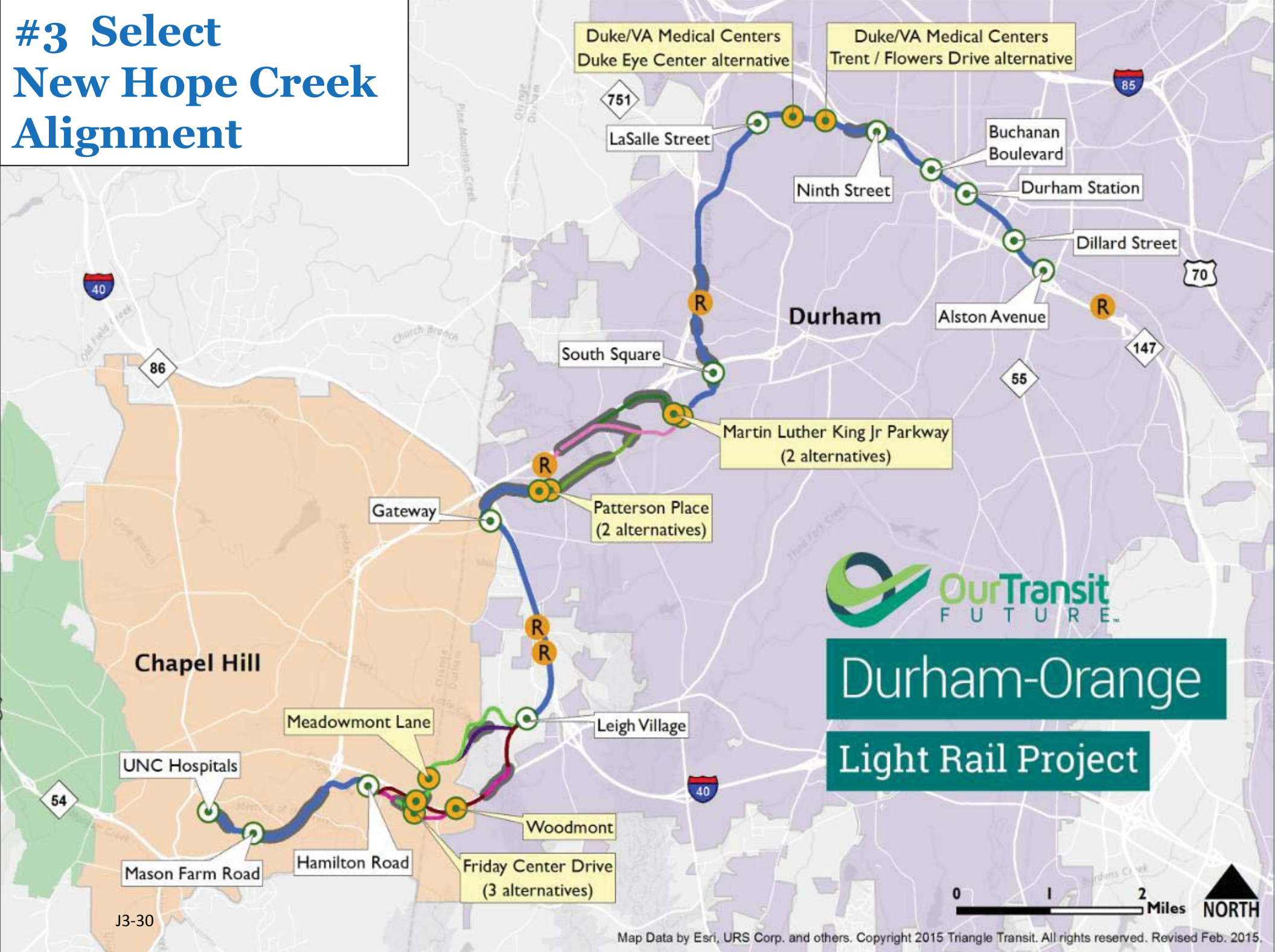


- Duke and VA have expressed preference for Trent/Flowers station location due to:
  - Less traffic and pedestrian congestion compared to Eye Care Center Drive area
  - Future Duke University plans for West Campus
- Eye Care Center and Trent/Flowers station locations largely perform exactly the same across virtually all metrics
- Differences in ridership and population served in 2040 are very minor
- Station 3



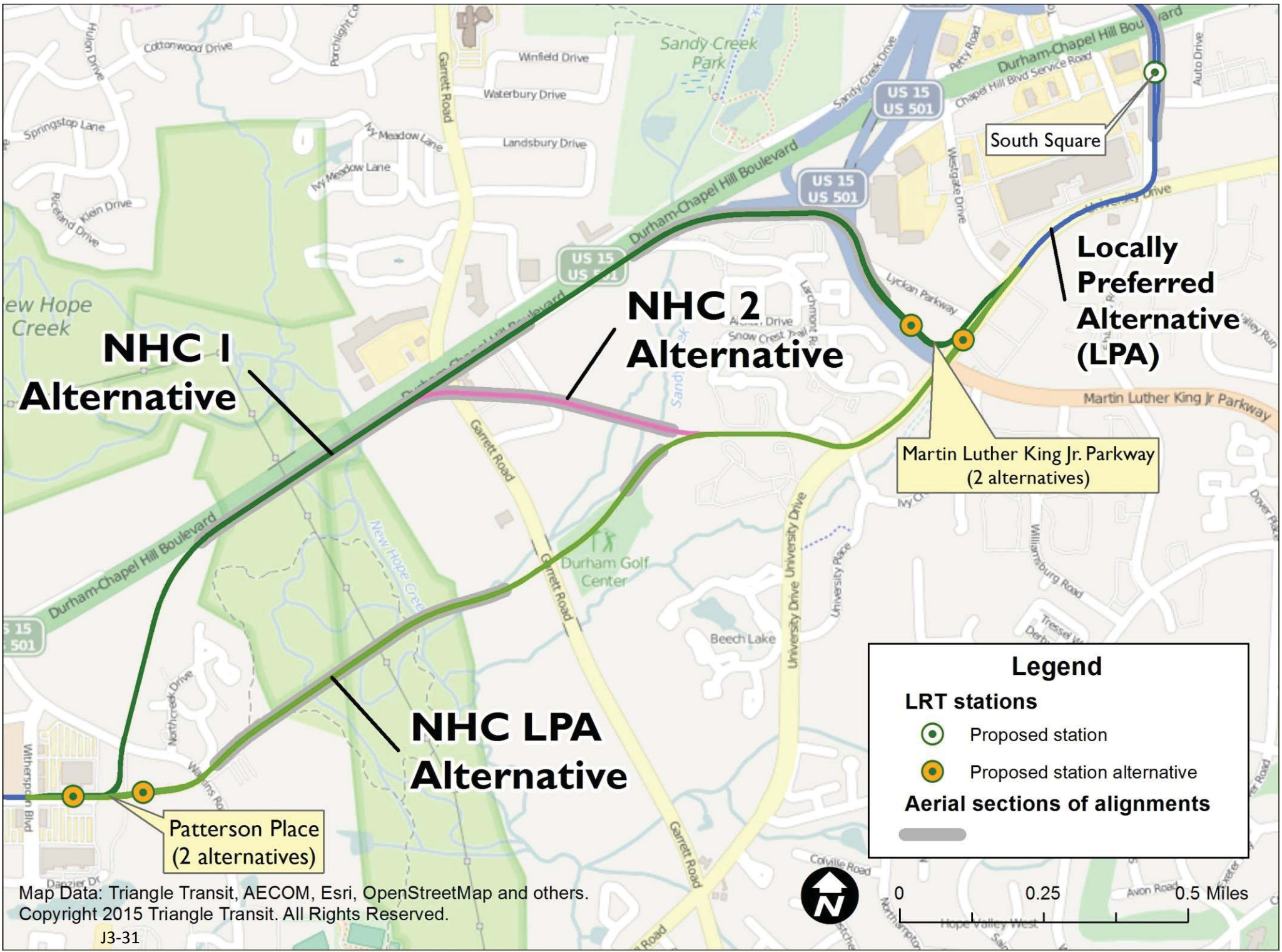


# #3 Select New Hope Creek Alignment



J3-30





**NHC 1  
Alternative**

**NHC 2  
Alternative**

**NHC LPA  
Alternative**

South Square

**Locally  
Preferred  
Alternative  
(LPA)**

Martin Luther King Jr. Parkway  
(2 alternatives)

Patterson Place  
(2 alternatives)

**Legend**

- LRT stations**
- Proposed station (Green circle with dot)
- Proposed station alternative (Orange circle with dot)
- Aerial sections of alignments**
- (Grey line)

Map Data: Triangle Transit, AECOM, Esri, OpenStreetMap and others.  
Copyright 2015 Triangle Transit. All Rights Reserved.



# New Hope Creek: Travel Time

Alternative	NHC-LPA	NHC1	NHC2
Minutes: Seconds	8:44	8:47	9:15



- NHC1 is 3 seconds slower than NHC-LPA
- NHC2 is 28 seconds slower than NHC1

# New Hope Creek: Ridership

Alternative	NHC-LPA	NHC1	NHC2
Additional Daily Boardings	+220	+390	--



- Lowest ridership alternative: C1A, NHC2, Duke Eye Care Center Station with 23,560 daily boardings
- NHC-LPA adds 220 daily boardings compared to NHC2
- NHC1 adds 390 daily boardings compared to NHC2

# New Hope Creek: Capital Cost



Alternative	NHC-LPA	NHC1	NHC2
Additional Cost (\$ millions)	--	+\$16.3 m	+\$3.4 m

- Lowest capital cost alternative: C2, NHC-LPA, either Duke/VA station at \$1.522 billion
- NHC1 adds \$16.3m in capital cost
- NHC2 adds \$3.4m in capital cost

# New Hope Creek: Operating Cost



Alternative	NHC-LPA	NHC1	NHC2
Additional Cost (\$)	--	+ \$180,100/year	+ \$75,600/year

- Lowest operating cost alternative: C1, NHC-LPA, either Duke/VA station at \$16,846,000/year
- NHC1 adds \$180,100/year in operating/maintenance cost
- NHC2 adds \$75,600/year in operating/maintenance cost



# New Hope Creek: Natural Resources

Alternative	NHC-LPA	NHC1	NHC2
Bottomland (Acres)	4	2	3
Alluvial (Acres)	-	-	-
Mesic Mixed (Acres)	5	5	8
Maintained/Disturbed (Acres)	19	22	17
Total Biotic Resources Impacted (Acres)	28	29	28



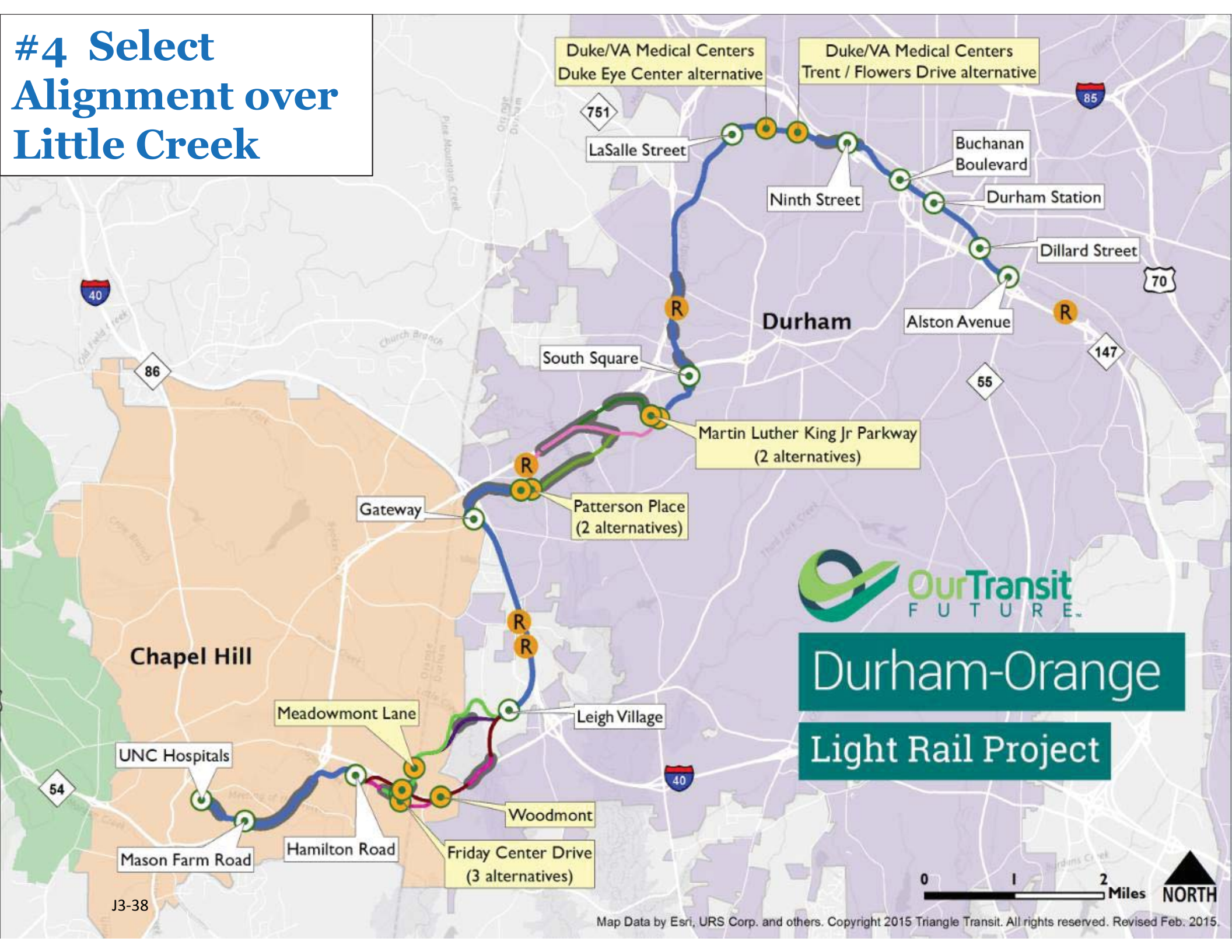
# New Hope Creek: Summary



- NHC-LPA
  - Lowest capital and operating costs
  - Introduces a new transportation corridor
- NHC Alt 1
  - Highest capital and operating costs
  - Impacts more businesses
- NHC-Alt 2
  - Capital cost closer to LPA than NHC1
  - Less bottomland and water resource impacts than LPA
- Station 4



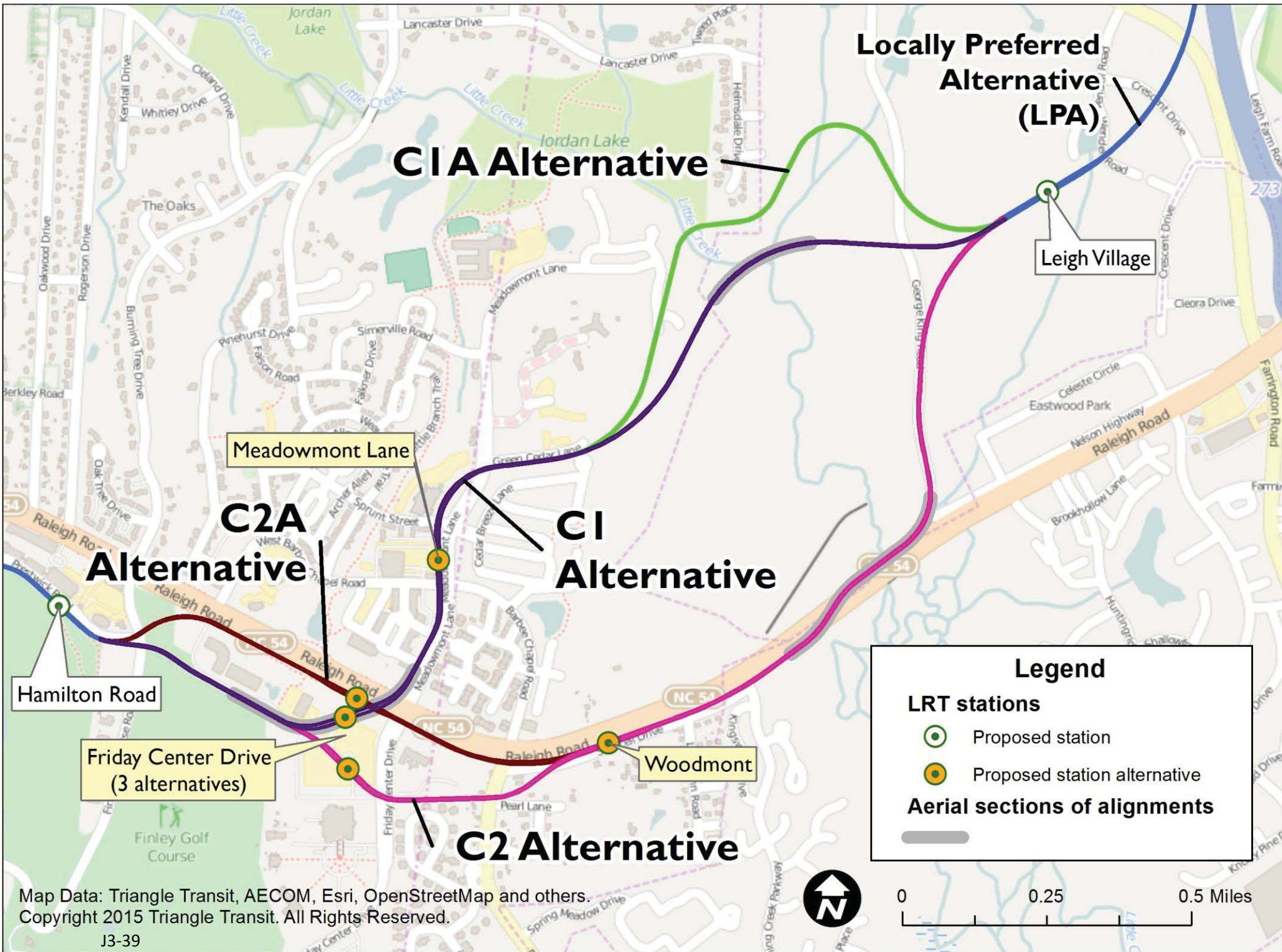
# #4 Select Alignment over Little Creek



**Our Transit FUTURE.**  
**Durham-Orange Light Rail Project**

J3-38



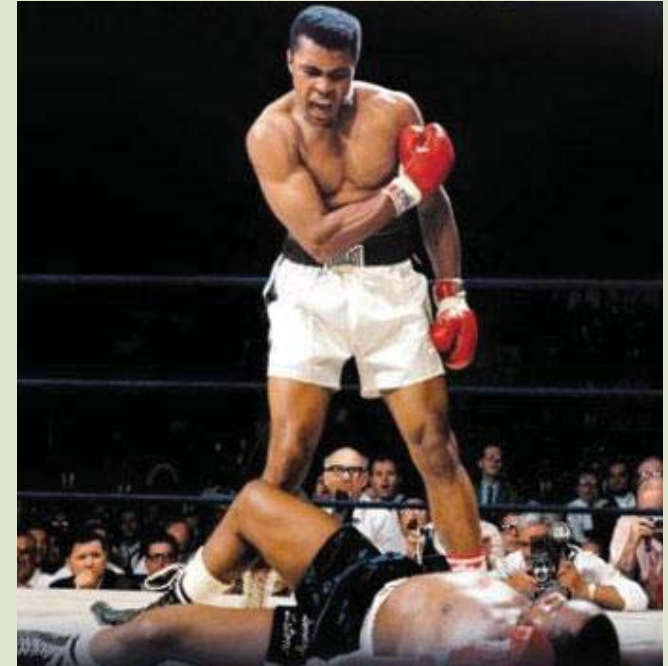




# Little Creek: C1 Eliminated



- US Army Corps of Engineers provided a letter stating that C1A, C2, and C2A were viable alternatives but that C1 was not.
- USACOE would not authorize use of federal government property (game lands and a waterfowl impoundment) for C1 “given the availability of less damaging alternatives.”



# Little Creek: Travel Time



Alternative	C1A	C2	C2A
Minutes: Seconds	6:59	6:03	5:53

- C2 time 56 seconds shorter than C1A
- C2A time 10 seconds shorter than C2



# Little Creek: Ridership



Alternative	C1A	C2	C2A
Additional Daily Boardings	--	+720	+730

- Lowest ridership alternative: C1A, NHC2, Duke Eye Care Center Station with 23,560 daily riders
- C2 and C2A both add over 700 daily riders compared to C1A



# Little Creek: Capital Cost



Alternative	C1A	C2	C2A
Additional Cost (\$2015 millions)	+ \$36.0 m	--	+\$7.6 m

- Lowest capital cost alternative: C2, NHC-LPA, either Duke/VA station at \$1.522 billion
- C2A adds \$7.6m in capital cost
- C1A adds \$36.0m in capital cost





# Little Creek: Operating Cost



Alternative	C1A	C2	C2A
Additional Cost (\$)	+ \$82,100/year	+ \$56,900/year	+ \$56,900/year

- Lowest operating cost alternative: C1 (eliminated), NHC-LPA, either Duke/VA station at \$16,846,000/year
- C2 and C2A add \$56,900/year in operating/maintenance cost
- C1A adds \$82,100/year in operating/maintenance cost

# Little Creek: Natural Resources



Alternative	C1A	C2	C2A
Bottomland (Acres)	1	1	1
Alluvial (Acres)	1	1	--
Mesic Mixed (Acres)	9	8	5
Maintained/Disturbed (Acres)	12	15	19
<b>Total Biotic Resources Impacted (Acres)</b>	<b>23</b>	<b>25</b>	<b>25</b>

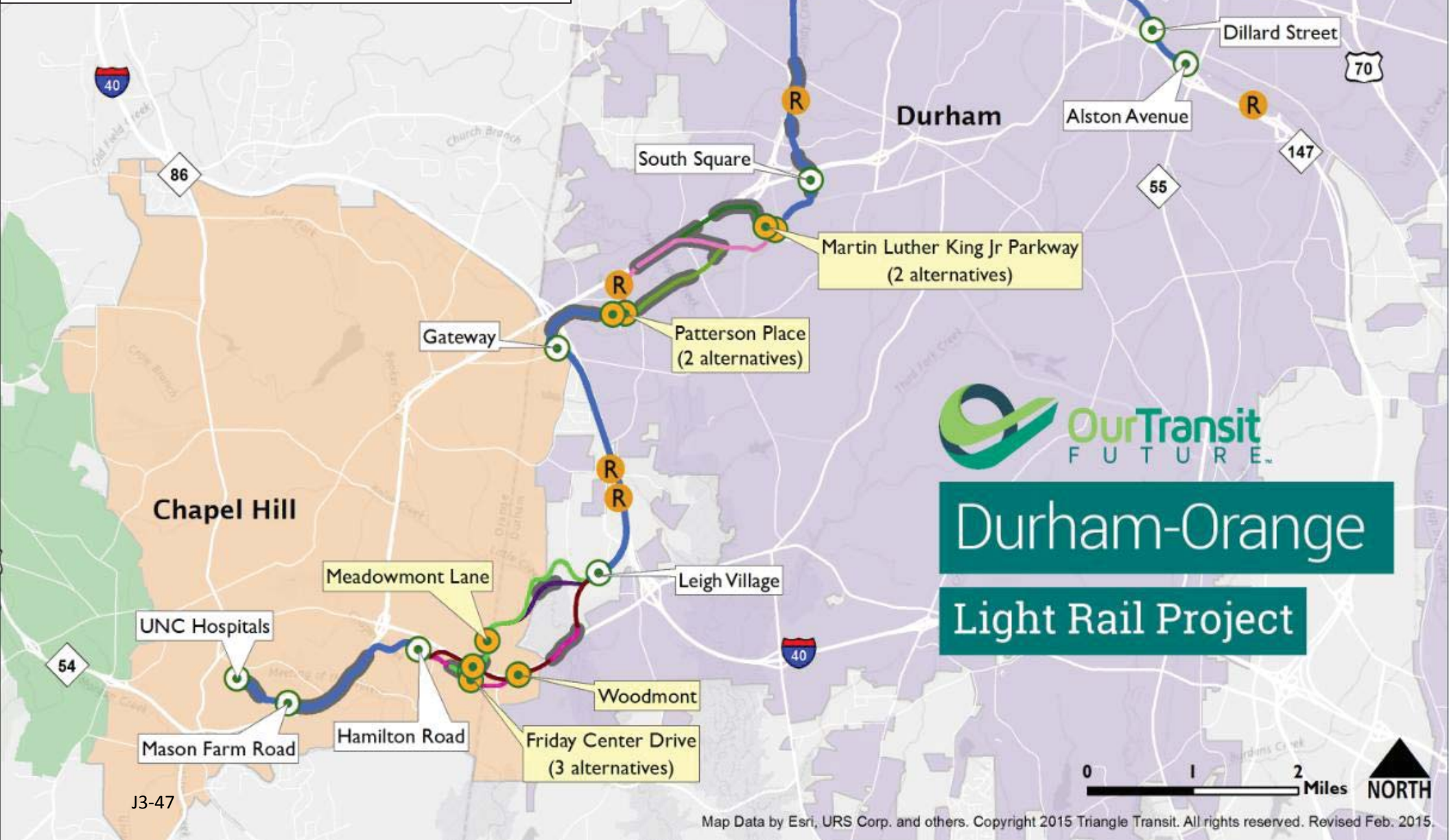
# Little Creek: Summary



- C1A
  - the most expensive to build and operate
  - has the longest travel time and the lowest ridership.
- C2
  - C2 is less expensive than C2A
- C2A
  - The least hardwood forest impacts
  - C2A has the fastest travel time
- Station # 5

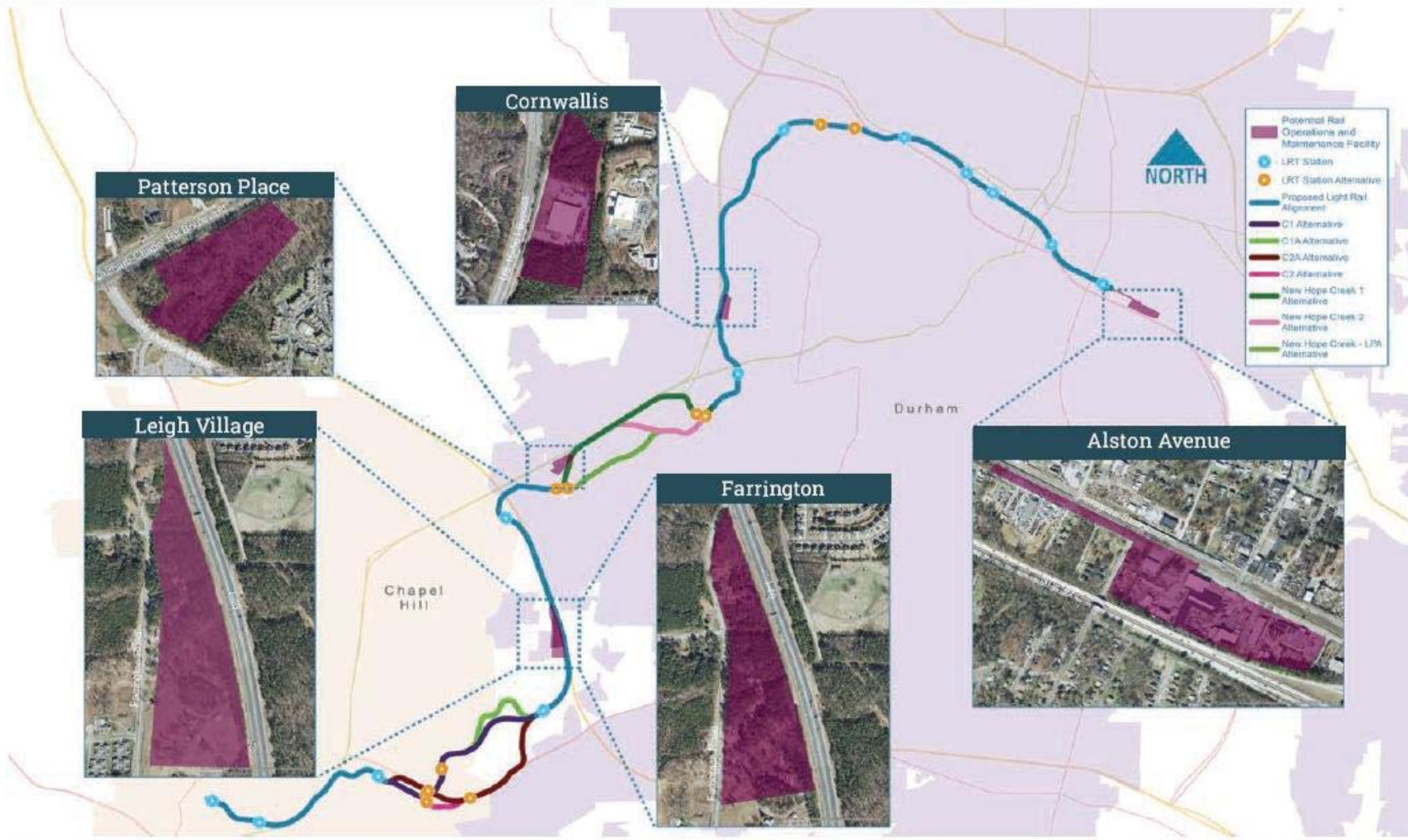


# #5 Select Rail Operations & Maintenance Facility (ROMF)





# Select the Rail Operations & Maintenance Facility Location



The five Rail Operations & Maintenance Facility (ROMF) alternatives under consideration in this area will be evaluated based on the assessment criteria. In certain instances, criteria are uniform across the alternatives while other criteria will help to inform the study and to distinguish and select an alternative.

# ROMF: Capital Cost



Alternatives	Leigh Village	Farrington Rd	Patterson Place	Cornwallis Rd	Alston Ave
Capital Cost (millions of \$2015)	\$50-\$65	\$50-\$65	\$70-85	\$65-\$80	\$95-\$110



# ROMF: Acquisitions & Displacements

Alternative	Leigh Village	Farrington Rd	Patterson Place	Cornwallis Rd	Alston Ave
Residential Acquisitions	1	6	0	0	2
Commercial Acquisitions	2	0	0	1	6
Vacant Land Acquisitions	2	5	2	0	11
Full Acquisitions	5	11	2	1	19*
Residential (land only)	2	0	0	0	0
Agriculture	0	0	1	0	0
Partial Acquisitions	2	0	1	0	0*

\*Additional impact estimating to be done pending completion of downtown Durham alignment analysis



# ROMF: Hazardous, Contaminated & Regulated Materials



Alternatives	Leigh Village	Farrington Rd	Patterson Place	Cornwallis Rd	Alston Ave
High Risk Sites	0	0	0	0	2
Medium Risk Sites	0	0	0	1	8



# ROMF: Socioeconomic & Demographic Conditions



Alternatives	Leigh Village	Farrington Rd	Patterson Place	Cornwallis Rd	Alston Ave
Minority Population (%)	29%	29%	55%	55%	94%
Below Poverty (%)	15%	15%	24%	24%	48%
Zero Car Households (0%)	5%	5%	12%	12%	50%
Limited English Proficiency (%)	5%	5%	16%	16%	5%

# ROMF Sites: Summary



- Leigh Village and Farrington ROMF sites overlap; FTA to determine eligibility of historic resource on Leigh Village ROMF site
- Patterson Place ROMF only works with NHC-LPA. Choosing NHC1 or NHC2 alignment eliminates Patterson Place ROMF site
- Cornwallis Road ROMF site may have implementation challenges including access, topography, constructability and connection to the LRT alignment
- Alston Avenue ROMF is the most expensive and has the most risk to schedule impacts due to cleanup, and the requirements of business relocations
- Station 6

# We'll be back in June

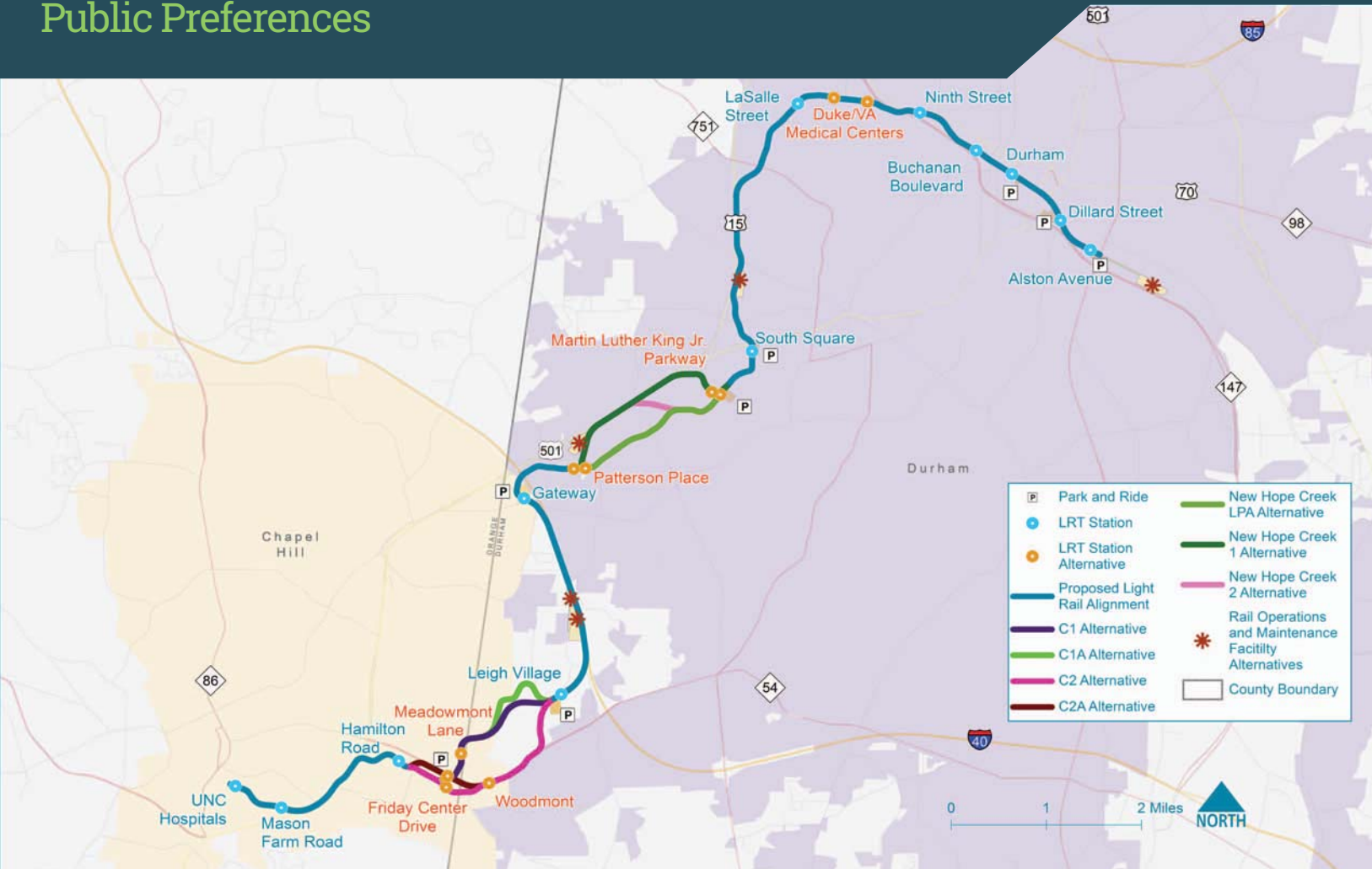


- To accommodate the needs of NCCR, the City of Durham and other property owners, the alignment through downtown Durham has been refined.
- We have studied a number of paths and worked with our stakeholders to come up with the alignment we are continuing in the DEIS
- We will share the alignment and data at public meetings in June.
- You can request meetings or information about the alignment by emailing [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)



# Durham-Orange Light Rail Transit Project

## Public Preferences



After reviewing the data, I support going forward with: (please check one per column)

Little Creek Alternatives	New Hope Creek Alternatives	Duke/VA Medical Center Station location	Rail Operations & Maintenance Facility
<input type="checkbox"/> C1 Alignment* <input type="checkbox"/> C1A Alignment <input type="checkbox"/> C2 Alignment <input type="checkbox"/> C2A Alignment	<input type="checkbox"/> NHC LPA <input type="checkbox"/> NHC 1 <input type="checkbox"/> NHC 2	<input type="checkbox"/> Duke Eye Center Alternative <input type="checkbox"/> Trent/Flowers Alternative	<input type="checkbox"/> Leigh Village <input type="checkbox"/> Farrington Rd. <input type="checkbox"/> Patterson Place <input type="checkbox"/> Cornwallis Rd. <input type="checkbox"/> Alston Avenue

\* The U.S. Army Corps of Engineers would not authorize use of federal government property for C1 "given the availability of less damaging alternatives."

Comments about these Alternatives may be added to the reverse of this sheet.

Please Turn Over →

There are 4 ways to return your preferences: 1) Leave this form with us; 2) Email preferences to [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com); 3) Mail your form to: Our Transit Future, P.O. Box 530, Morrisville, NC 27560; or 4) Call our toll-free hotline at (800) 816-7817. Forms received will be added to our comments database within 5 days of receipt.

# Durham-Orange Light Rail Transit Project

## Public Comment

Please  
return this  
form to  
the comment  
box

Should we build the D-O LRT project? Why or why not?

Other comments?

Name:	Email:	Telephone:	
Mailing Address:	City:	Zip Code:	
Best way to keep in touch (Circle One):	Postal Mail	Email	Telephone

There are 4 ways to return your comments: 1) Leave comments with us; 2) Email comments to [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com); 3) Mail your form to: Our Transit Future, P.O. Box 530, Morrisville, NC 27560; or 4) Call our toll-free hotline at (800) 816-7817. Forms received will be added to our comments database within 5 days of receipt.


# Durham-Orange Light Rail Transit Project


## >> Fast Facts




## Project Development is now underway on the Durham-Orange Light Rail Transit Project

Here are some facts about the planned service:

 **Length:** 17 miles  
**Planned Stations:** 17  
*Runs between UNC Hospitals in Chapel Hill and Alston Avenue in East Durham*

 **Estimated Travel Time (end to end):** 39 minutes  
**Peak Frequency:** 10 minutes  
**Off-Peak Frequency:** 20 minutes


 **Estimated Cost:** \$1.4 Billion (in 2012 dollars) or \$1.8 Billion (accounting for inflation)  
**Funding Sources:** Local 1/2 cent sales tax, vehicle registration fees, rental car tax in Durham and Orange counties, fares, state and federal funds.


 **Bus Improvements:**  
New and enhanced bus service will connect to light rail stations.

 **Project Partners:**  
Federal Transit Administration, NC Department of Transportation, Durham-Chapel Hill-Carboro Metropolitan Planning Organization, Durham County, Orange County, City of Durham, Town of Chapel Hill.


### Light Rail Features

 Overhead Electric Power

 Bike Racks

 Advance Ticketing

 Level Boarding

 Real-Time Information

 Security

 Light Rail will operate on tracks separate from freight.

**Estimated operating date:**  
2025/2026



# Durham-Orange

## Light Rail Transit Project

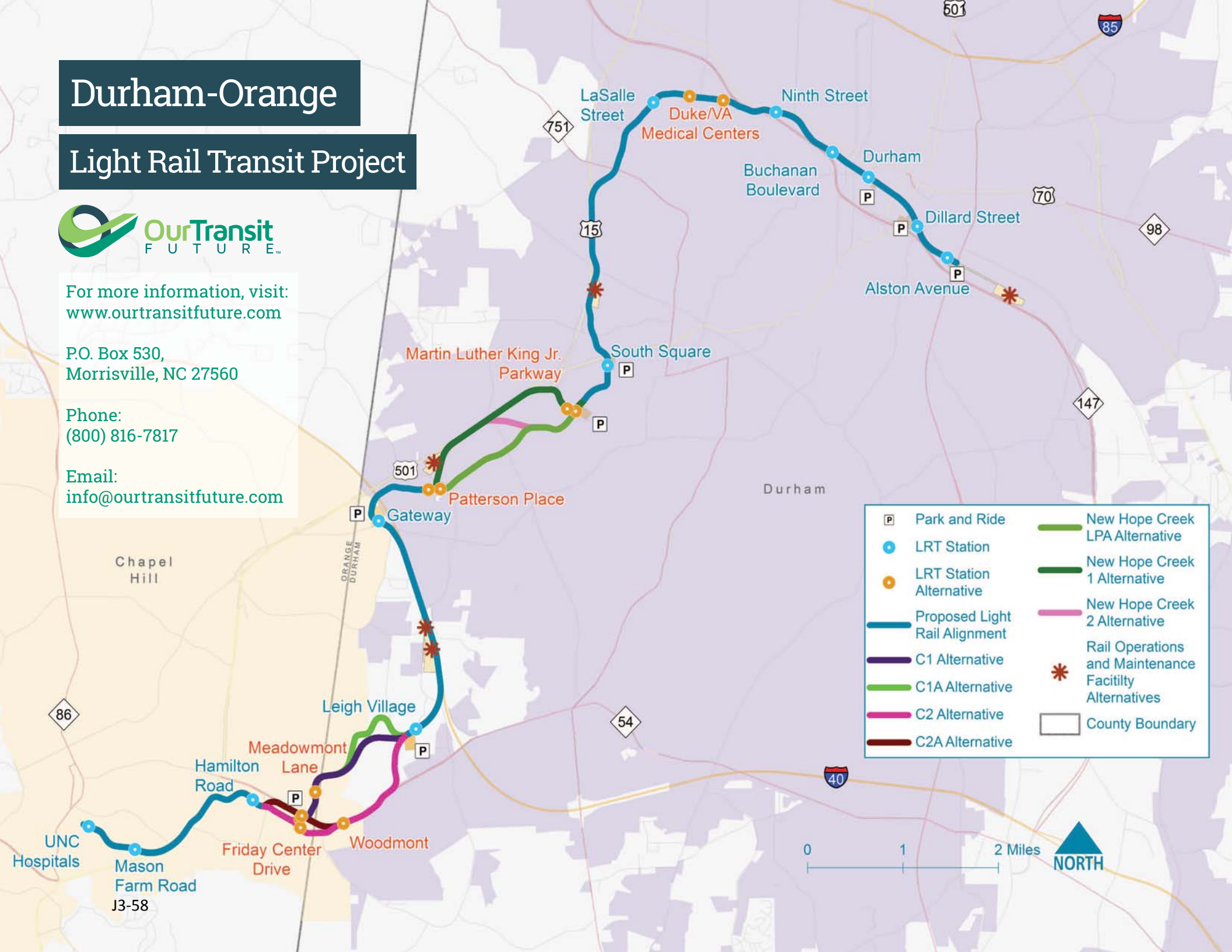


For more information, visit:  
[www.ourtransitfuture.com](http://www.ourtransitfuture.com)

P.O. Box 530,  
Morrisville, NC 27560

Phone:  
(800) 816-7817

Email:  
[info@ourtransitfuture.com](mailto:info@ourtransitfuture.com)



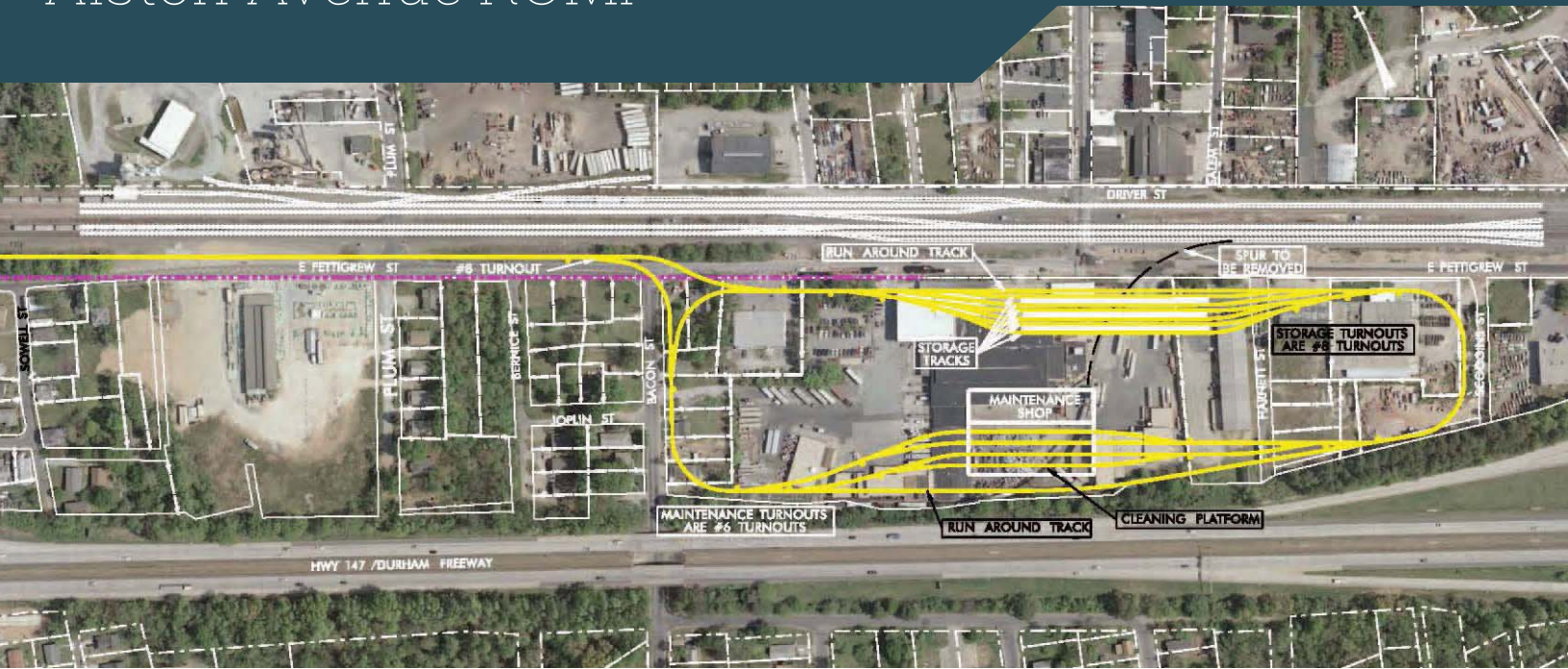
Park and Ride	New Hope Creek LPA Alternative
LRT Station	New Hope Creek 1 Alternative
LRT Station Alternative	New Hope Creek 2 Alternative
Proposed Light Rail Alignment	Rail Operations and Maintenance Facility Alternatives
C1 Alternative	County Boundary
C1A Alternative	
C2 Alternative	
C2A Alternative	





# RAIL OPERATIONS AND MAINTENANCE FACILITY

## Alston Avenue ROMF



### FAST FACTS

**Size:** 19 Acres

**Zoning:** Industrial, Light

**Current Land Use:** Commercial, Commercial/Warehouse, Railroad, Residential, Vacant

**Current Employment Served:** 150-250 employees

### DEMOGRAPHICS

Minority Population (%)	94%
Population Below Poverty	48%
Zero Car Households	50%
Limited English Proficiency	5%

### IMPACTS TO NATURAL RESOURCES

Total Acres of Biotic Resources:	19
Bottomland:	0
Alluvial:	0
Mesic Mixed:	0
Maintained/Disturbed:	19
Protected Species:	0
Streams:	0
Riparian Zone 1 [sq. ft. (acres)]:	0
Riparian Zone 2 [sq. ft. (acres)]:	0
Wetlands [# (acres)]:	0
Ponds [# (acres)]:	0
Floodplain [100-Year (acres)]:	0
Floodway (acres):	0

### IMPACTS TO AREA ECONOMICS

Full Acquisitions:	19
Partial Acquisitions:	0
Existing Jobs:	150-250
<b>Hazardous, Contaminated &amp; Regulated Materials</b>	
High Risk Sites:	2
Medium Risk Sites:	8

### IMPACTS TO COMMUNITY RESOURCES

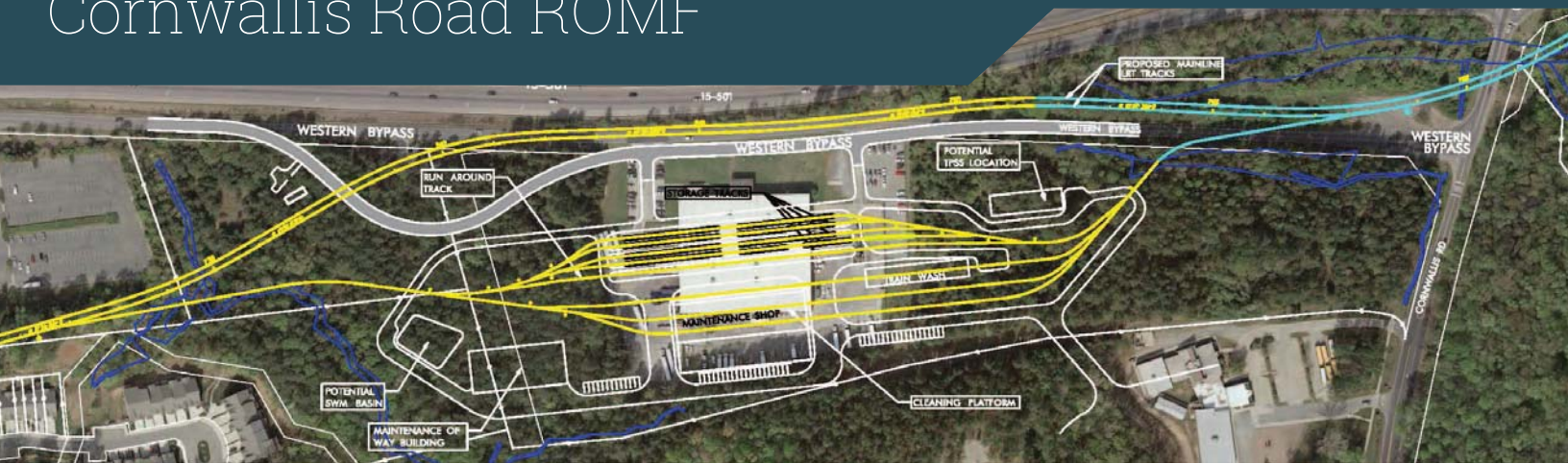
Visual and Aesthetic:	Low impact
Noise:	No Impacts
Vibration:	No Impacts
Community Resources:	No Impacts
Acres of Parklands:	No Impacts
Recreational Trails:	No Impacts
Historic Resources:	TBD
Archaeological Sites:	No Impacts



**CAPITAL COST (2015 Dollars): \$95-110 Million Dollars**

# RAIL OPERATIONS AND MAINTENANCE FACILITY (ROMF)

## Cornwallis Road ROMF



### FAST FACTS

**Size:** 20 Acres

**Zoning:** Commercial General

**Current Land Use:** Commercial / Warehouse, Vacant

**Current Employment Served:** Less than 25 employees

### DEMOGRAPHICS

Minority Population (%)	55%
Population Below Poverty	24%
Zero Car Households	12%
Limited English Proficiency	16%

### IMPACTS TO NATURAL RESOURCES

Total Acres of Biotic Resources:	20
Bottomland:	0
Alluvial:	1
Mesic Mixed:	12
Maintained/Disturbed:	7
Protected Species:	0
Streams:	154
Riparian Zone 1 (acres):	(0)
Riparian Zone 2 (acres):	(0.03)
Wetlands [# (acres)]:	1 (0.1)
Ponds [# (acres)]:	0
Floodplain [100-Year (acres)]:	0.1
Floodway (acres):	0.2

### IMPACTS TO AREA ECONOMICS

Full Acquisitions:	1
Partial Acquisitions:	0
Existing Jobs:	Fewer than 25
Hazardous, Contaminated & Regulated Materials High Risk Sites:	0
Hazardous, Contaminated & Regulated Materials Medium Risk Sites:	1

### IMPACTS TO COMMUNITY RESOURCES

Visual and Aesthetic:	Moderate-High impact
Noise:	Low/No Impacts
Vibration:	Low/No Impacts
Community Resources:	No Impacts
Acres of Parklands:	0
Recreational Trails:	0
Historic Resources:	TBD
Archaeological Sites:	0



**CAPITAL COST (2015 Dollars):** \$65-80 Million Dollars



# RAIL OPERATIONS AND MAINTENANCE FACILITY (ROMF)

## Farrington Road ROMF



### FAST FACTS

- Size:** 25 Acres
- Zoning:** Residential, Suburban Multi-family
- Current Land Use:** Residential - single family homes
- Current Employment Served:** Fewer than 25 employees

### DEMOGRAPHICS

Minority Population (%)	29%
Population Below Poverty	15%
Zero Car Households	5%
Limited English Proficiency	5%

### IMPACTS TO NATURAL RESOURCES

Total Acres of Biotic Resources:	25
Bottomland:	0
Alluvial:	0
Mesic Mixed:	9
Maintained/Disturbed:	16
Protected Species:	0
Streams:	638
Riparian Zone 1 (acres):	(1.0)
Riparian Zone 2 (acres):	(0.9)
Wetlands [# (acres)]:	1 (0.3)
Ponds [# (acres)]:	0
Floodplain [100-Year (acres)]:	0
Floodway (acres):	0

### IMPACTS TO AREA ECONOMICS

Full Acquisitions:	11
Partial Acquisitions:	0
Existing Jobs:	Fewer than 25
Hazardous, Contaminated & Regulated Materials High Risk Sites:	0
Hazardous, Contaminated & Regulated Materials Medium Risk Sites:	0

### IMPACTS TO COMMUNITY RESOURCES

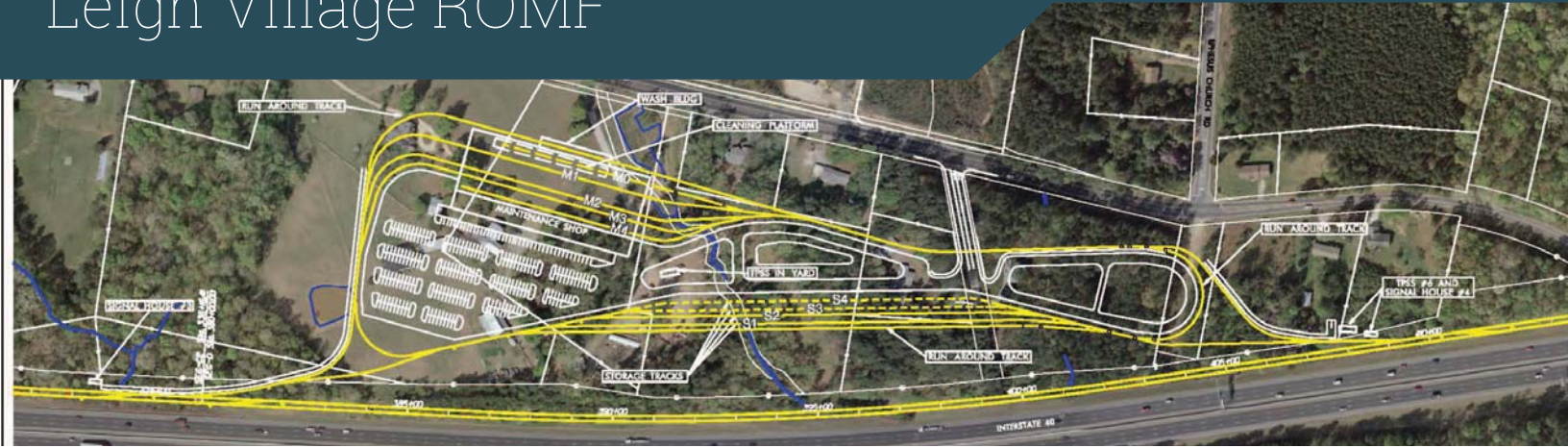
Community Resources:	No Impacts
Historic Resources:	TBD
Visual and Aesthetic:	Low impact
Archaeological Sites:	1
Acres of Parklands:	0
Recreational Trails:	0
Noise:	0
Vibration:	0



**CAPITAL COST (2015 Dollars): \$50-65 Million Dollars**

# RAIL OPERATIONS AND MAINTENANCE FACILITY (ROMF)

## Leigh Village ROMF



### FAST FACTS

- Size:** 21 Acres
- Zoning:** Residential, Suburban Multi-family
- Current Land Use:** Residential - single family homes
- Current Employment Served:** Fewer than 25 employees

### DEMOGRAPHICS

Minority Population (%)	29%
Population Below Poverty	15%
Zero Car Households	5%
Limited English Proficiency	5%

### IMPACTS TO NATURAL RESOURCES

Total Acres of Biotic Resources:	21
Bottomland:	0
Alluvial:	0
Mesic Mixed:	17
Maintained/Disturbed:	4
Protected Species:	0
Streams:	587
Riparian Zone 1 (acres):	(0.6)
Riparian Zone 2 (acres):	(0.5)
Wetlands [# (acres)]:	1 (0.2)
Ponds [# (acres)]:	1 (0.2)
Floodplain [100-Year (acres)]:	0
Floodway (acres):	0

### IMPACTS TO AREA ECONOMICS

Full Acquisitions:	5
Partial Acquisitions:	2
Existing Jobs:	Fewer than 25
Hazardous, Contaminated & Regulated Materials High Risk Sites:	0
Hazardous, Contaminated & Regulated Materials Medium Risk Sites:	0

### IMPACTS TO COMMUNITY RESOURCES

Visual and Aesthetic:	Low impact
Noise:	Low/No Impact
Vibration:	Low/No I
Community Resources:	No Impacts
Acres of Parklands:	0
Recreational Trails:	0
Historic Resources:	TBD(1)*
*Likely to have one property designated historic during EIS process	
Archaeological Sites:	1



**CAPITAL COST (2015 Dollars):** \$50-65 Million Dollars



# RAIL OPERATIONS AND MAINTENANCE FACILITY (ROMF)

## Patterson Place ROMF



### FAST FACTS

**Size:** 16 Acres  
**Zoning:** Residential, Suburban - 20  
**Current Land Use:** Not Developed, Vacant  
**Current Employment Served:** Less than 25 employees

### DEMOGRAPHICS

Minority Population (%)	55%
Population Below Poverty	24%
Zero Car Households	12%
Limited English Proficiency	16%

### IMPACTS TO NATURAL RESOURCES

Total Acres of Biotic Resources:	16
Bottomland:	0
Alluvial:	0
Mesic Mixed:	16
Maintained/Disturbed:	0
Protected Species:	0
Streams:	0
Riparian Zone 1 (acres):	0
Riparian Zone 2 (acres):	0
Wetlands [# (acres)]:	0
Ponds [# (acres)]:	0
Floodplain [100-Year (acres)]:	0
Floodway (acres):	0

### IMPACTS TO AREA ECONOMICS

Full Acquisitions:	2
Partial Acquisitions:	1
Existing Jobs:	Fewer than 25
Hazardous, Contaminated & Regulated Materials High Risk Sites:	0
Hazardous, Contaminated & Regulated Materials Medium Risk Sites:	0

### IMPACTS TO COMMUNITY RESOURCES

Visual and Aesthetic:	High impact
Noise:	Low/No Impact
Vibration:	Low/No Impact
Community Resources:	No Impacts
Acres of Parklands:	0
Recreational Trails:	0
Historic Resources:	TBD
Archaeological Sites:	1



**CAPITAL COST (2015 Dollars):** \$70-85 Million Dollars

# Proyecto de Tránsito de Tren Ligero Durham-Orange

## Preferencias del público



Después de revisar los datos, Yo apoyo que se prosiga con: (por favor marque una alternativa por columna)

### Alternativas de Little Creek

- Alternativa C1\*
- Alternativa C1A
- Alternativa C2
- Alternativa C2A

\* El US Army Corps of Engineers ha emitido una carta que requiere que el proyecto evite terrenos federales, eliminando la alternativa C1 como una alternativa viable.

### Alternativas de New Hope Creek

- NHC LPA
- NHC 1
- NHC 2

### Ubicación de la Estación de los Centros Médicos Duke / VA

- Alternativa Duke Eye Center
- Alternativa Trent/Flowers

### Instalación de Operaciones y Mantenimiento del Tren

- Leigh Village
- Farrington Rd.
- Patterson Place
- Cornwallis Rd.
- Alston Avenue

Comentarios acerca de estas alternativas pueden ser añadidos al reverso de esta hoja.

más →

Hay 4 maneras en que puede devolvemos sus opiniones: 1) Entréguenos este formulario; 2) Envíe sus preferencias por correo electrónico a [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com); 3) Envíe este formulario por correo regular a: Our Transit Future, P.O. Box 530, Morrisville, NC 27560; ó 4) Llame a nuestra línea de atención gratuita (800) 816-7817. Los formularios recibidos serán agregados a nuestra base de datos de comentarios en los 5 días próximos a su recepción.

# Proyecto de Tránsito de Tren Ligero Durham-Orange

## Comentarios del público

Por favor  
deposite este  
formulario  
en la caja de  
comentarios

¿Debemos realizar el proyecto de tren ligero D-O? ¿Por qué? ¿Por qué no?

¿Otros comentarios?

Nombre:

Correo electrónico:

Teléfono:

Dirección de correo:

Ciudad:

Código postal:

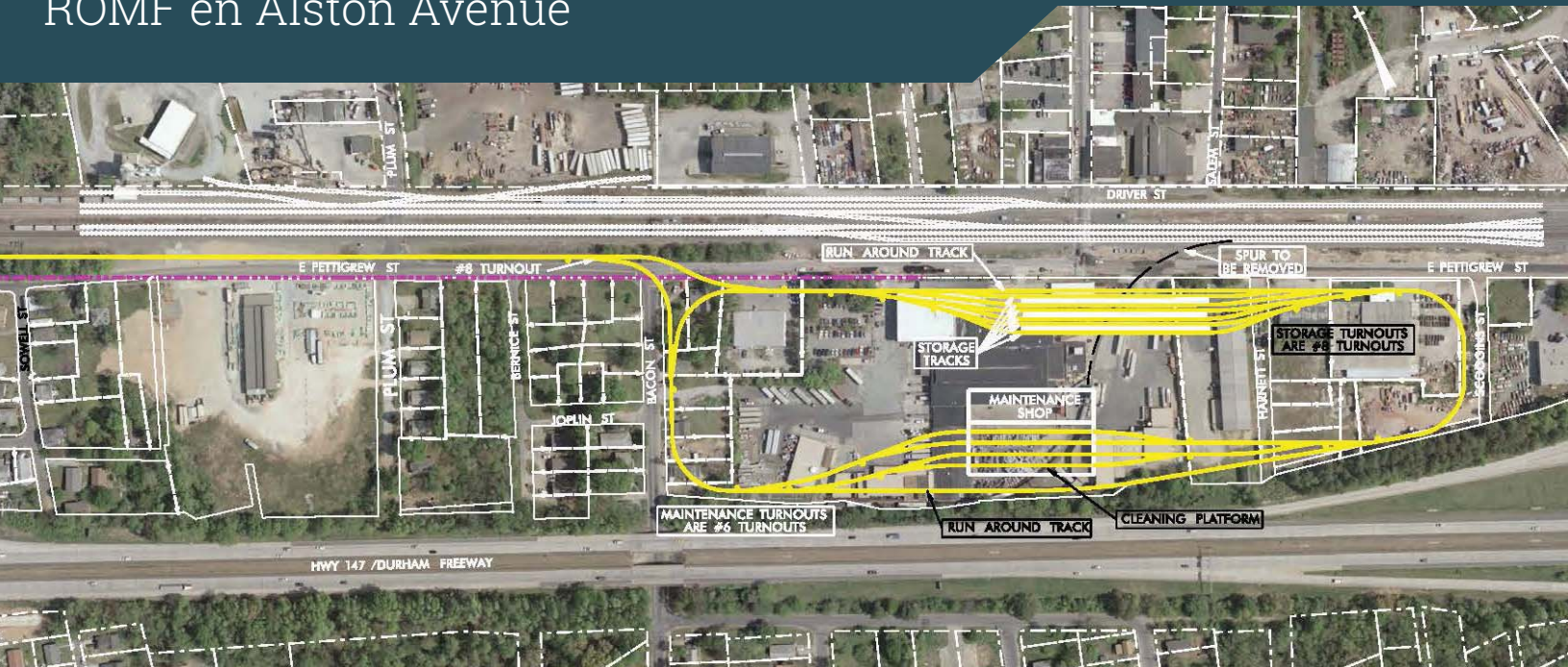
Opción que prefiere para ser contactado (encierre en un círculo):  Correo postal  Correo electrónico  Teléfono

Hay 4 maneras en que puede devolvernos sus opiniones: 1) Entréguenos este formulario; 2) Envíe sus preferencias por correo electrónico a [info@ourtransitfuture.com](mailto:info@ourtransitfuture.com); 3) Envíe este formulario por correo regular a: Our Transit Future, P.O. Box 530, Morrisville, NC 27560; ó 4) Llame a nuestra línea de atención gratuita (800) 816-7817. Los formularios recibidos serán agregados a nuestra base de datos de comentarios en los 5 días próximos a su recepción.



# INSTALACIONES DE OPERACIÓN Y MANTENIMIENTO DE FERRO-CARRILES (ROMF por sus siglas en inglés)

## ROMF en Alston Avenue



### DATOS RÁPIDOS

**Tamaño:** 19 Acres  
**Zonificación:** Industrial, Light  
**Uso actual del terreno:** Comercial, Comercial/Almacén  
 Ferrocarril, Residencial, Vacante  
**Empleos actuales:** 150-250 empleos

### DEMOGRAFÍA

Población Minoritaria (%) 94%  
 Población bajo el límite de pobreza 48%  
 Hogares sin automóvil 50%  
 Dominio limitado del inglés 5%

### IMPACTOS SOBRE LOS RECURSOS NATURALES

	19
	0
	0
Árido mezclado:	0
Mantenido/ alterado:	19
Especies protegidas:	0
Arroyos:	0
Zona ribereña 1 [acres]:	0
Zona ribereña 2 (acres):	0
Humedales [# (acres)]:	0
Estanques [# (acres)]:	0
Planicie inundable [100 años(acres)]:	0
Ruta de inundación (acres):	0

### IMPACTOS SOBRE LA ECONOMÍA DEL ÁREA

Adquisiciones totales:	19
Adquisiciones parciales:	0
Trabajos existente:	150-250
<b>Materiales peligrosos, contaminados y regulados</b>	
Sitios de riesgo alto:	2
Sitios de riesgo moderador:	8



### IMPACTOS SOBRE LOS RECURSOS COMUNITARIOS

**Visual y estético:** Poco impacto  
**Ruido:** Ningún impacto  
**Vibración:** Ningún impacto  
**Recursos Comunitarios:** Ningún impacto  
**Acres de áreas verdes:** Ningún impacto  
**Senderos recreativos:** Ningún impacto  
**Recursos históricos:** ASD  
**Sitios arqueológicos:** No Impacts

**COSTO DE CAPITAL** (Dólares de 2015): \$95-110 million de dólares



# INSTALACIONES DE OPERACIÓN Y MANTENIMIENTO DE FERROCARRILES (ROMF por sus siglas en inglés)

## ROMF en Cornwallis Road



### DATOS RÁPIDOS

Tamaño: 20 Acres  
 Zonificación: Comercial General  
 Uso actual del terreno: Comercial / Almacén, Vacante  
 Empleos actuales: Menos que 25 empleos

### DEMOGRAFÍA

Población Minoritaria (%)	55%
Población bajo el límite de pobreza	24%
Hogares sin automóvil	12%
Dominio limitado del inglés	16%

### IMPACTOS SOBRE LOS RECURSOS NATURALES

Total acres de recursos bióticos:	20
Tierras bajas:	0
Aluviales:	1
Árido mezclado:	12
Mantenido/ alterado:	7
Especies protegidas:	0
Arroyos:	154
Zona ribereña 1 (acres):	(0)
Zona ribereña 2 (acres):	(0.03)
Humedales [# (acres)]:	1 (0.1)
Estanques [# (acres)]:	0
Planicie inundable [100 años (acres)]:	0.1
Ruta de inundación (acres):	0.2

### IMPACTOS SOBRE LA ECONOMÍA DEL ÁREA

Adquisiciones totales:	1
Adquisiciones parciales:	0
Empleos actuales:	Menos que 25
Materiales peligrosos, contaminados y regulados	
Sitios de riesgo alto:	0
Materiales peligrosos, contaminados y regulados	
Sitios de riesgo moderado:	1

### IMPACTOS SOBRE LOS RECURSOS COMUNITARIOS

Visual y estético:	Moderado - Alto impacto
Ruido:	Bajo impacto/Ningún impacto
Vibración:	Bajo impacto/Ningún impacto
Recursos Comunitarios:	Ningún impacto
Acres de áreas verdes:	0
Senderos recreativos:	0
Recursos históricos:	ASD
Sitios arqueológicos:	0



COSTO DE CAPITAL (Dólares de 2015): \$70-85 millones de dólares

\* No incluye costos por adquisición, reubicación o limpieza ambiental  
 \*\*Aun pendiente el análisis de la opción de ruta en el Centro de Durham



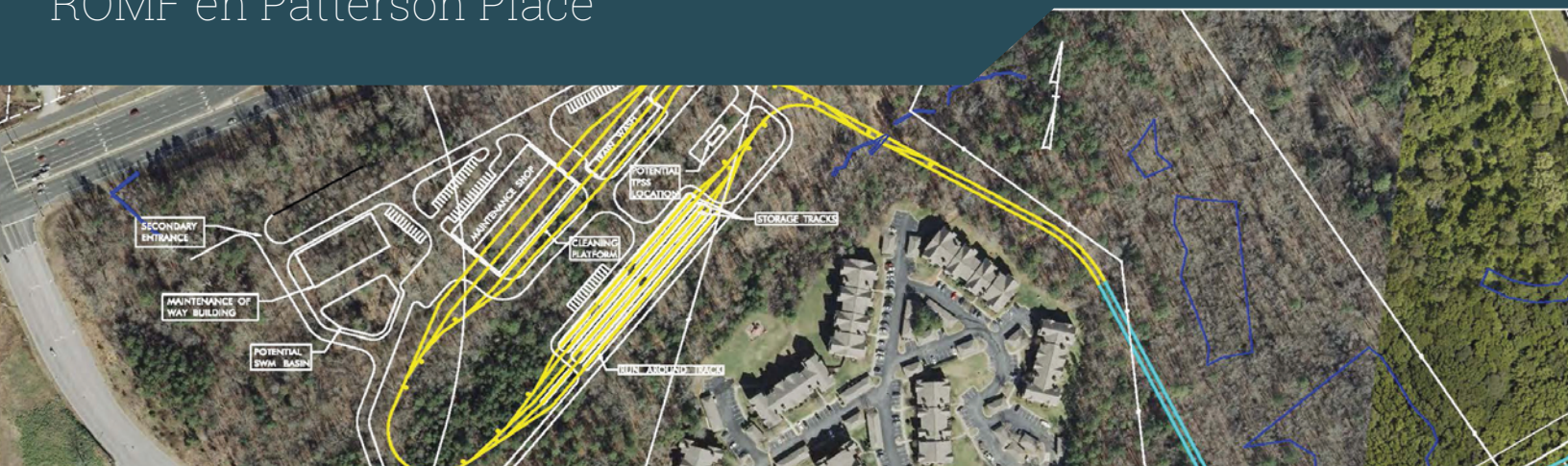






# INSTALACIONES DE OPERACION Y MANTENIMIENTO DE FERRO-CARRILES (ROMF por sus siglas en inglés)

ROMF en Patterson Place



## DATOS RÁPIDOS

**Tamaño:** 16 Acres

**Zonificación:** Residencial, suburbana – 20

**Uso actual del terreno:** No desarrollado, Vacante

**Empleos actuales:** Menos de 25 empleados

## DEMOGRAFÍA

Población Minoritaria (%)	55%
Población bajo el límite de pobreza	24%
Hogares sin automóvil	12%
Dominio limitado del inglés	16%

## IMPACTOS SOBRE LOS RECURSOS NATURALES

Total acres de recursos bióticos:	16
Tierras bajas:	0
Aluviales:	0
Árido mezclado:	16
Mantenido/alterado:	0
Especies protegidas:	0
Arroyos:	0
Zona ribereña 1 (acres):	0
Zona ribereña 2 (acres):	0
Humedales [# (acres)]:	0
Estanques [# (acres)]:	0
Planicie inundable [100 años (acres)]:	0
Ruta de inundación (acres):	0

## IMPACTOS SOBRE LA ECONOMÍA DEL ÁREA

Adquisiciones totales:	2
Adquisiciones parciales:	1
Trabajos existentes:	Menos de 25
Materiales peligrosos, contaminados y regulados	
Sitios de riesgo alto:	0
Sitios de riesgo moderado:	0

## IMPACTOS SOBRE LOS RECURSOS COMUNITARIOS

Visual y estético:	Alto impacto
Ruido:	Ningún impacto
Vibración:	Ningún impacto
Recursos Comunitarios:	Ningún impacto
Acres de áreas verdes::	0
Senderos recreativos:	0
Recursos históricos:	ASD
Sitios arqueológicos:	1



**COSTO DE CAPITAL** (Dólares de 2015): \$70-85 millones de dólares



Little Creek Crossing Analysis of Alternatives – Comparative Analysis

Draft

Factor	No Build	LRA*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Project Features</b>						
Length (miles)	-	<u>11.4</u>	<u>+2.3</u>	<u>+2.5</u>	<u>+2.4</u>	<u>+2.4</u>
Travel time (minutes)	-	<u>25:35</u>	<u>+6:07</u>	<u>+6:59</u>	<u>+6:03</u>	<u>+5:53</u>
Stations, Vehicles, etc.	-	17 Stations, 16 Vehicles (Total Fleet), 8 Park and Ride Lots, 5,110 Park and Ride Spaces, 1 Maintenance Facility.				
<b>Transportation</b>						
Bus Route Connections	-	<u>60</u>	+2	+2	+1	+1
Pedestrian & Bicycle Connections	-	<u>33</u>	+9	+9	+5	+5
Pedestrian & Bicycle at-grade crossings	-	<u>41</u>	+13	+17	+7	+13
Parking Spaces Impacted	-	<u>400</u>	+175	+175	+95	+15
<b>Land Use and Zoning</b>						
	<i>Not consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>	<i>MOST consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>
<b>Socio-Economic and Demographic Conditions</b>						
Population served (2040)		<u>30,400</u>	+4,300	+4,300	+5,300	+5,300
Employment served (2040)		<u>66,800</u>	+4,800	+4,800	+4,800	+4,800
Socio-Economic Indicators (%)		<i>Minority, 51%, Below Poverty 32%, Zero-Car Households 22%, LEP 18%</i>				
<b>Neighborhoods and Community Resources</b>						
	<i>No Impact</i>	<i>Impacts to Community Resources (CR)</i>	<i>Impacts to Community Cohesion (CC)</i>	<i>Impacts to Community Cohesion (CC)</i>	<i>No Impact</i>	<i>No Impact</i>
<b>Visual and Aesthetic Considerations</b>						
	<i>Low-High</i>	<i>Low-High</i>	<i>Moderate-High</i>	<i>Moderate-High</i>	<i>Moderate</i>	<i>Moderate</i>
<b>Cultural, Historic, and Archaeological Resources</b>						
Historic Properties Potentially Affected		<i>TBD</i>				
Archeological Sites requiring further investigation	-	<u>7</u>	-	-	-	-
<b>Public Parkland and Recreational Areas</b>						
Parklands (acres)	-	<u>11.6</u>	+4.1	+1.6	+2.1	+1.0
Recreational trails (at-grade crossings)	-	<u>0</u>	-	-	-	-

\*LRA consists of common alignment segments that are outside the various alternatives. Underlining indicates data that is subject to change due to alignment refinement.



Little Creek Crossing Analysis of Alternatives – Comparative Analysis

Draft

Factor	No Build	LRA*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Natural Resources</b>						
Biotic Resources Total (acres)	-	<u>230</u>	+20	+23	+25	+25
Bottomland	-	0	+3	+1	+1	+1
Alluvial	-	3	+1	+1	+1	-
Mesic Mixed	-	66	+6	+9	+8	+5
Maintained/Disturbed	-	<u>161</u>	+10	+12	+15	+19
Protected Species	-	0	-	-	-	-
<b>Water Resources</b>						
Stream Impacts (linear feet)	-	<u>1,693</u>	+434	+434	+587	+519
Riparian Zone 1 (sq. ft.) (acres)	-	<u>122,036 (2.8)</u>	+13,100 (0.3)	+13,103 (0.3)	+15,434 (0.4)	+11,500 (0.3)
Riparian Zone 2 (sq. ft.) (acres)	-	<u>95,250 (2.2)</u>	+7,956 (0.2)	+8,054 (0.2)	+9,525 (0.2)	+12,130 (0.3)
Wetland Impacts (#/acres)	-	<u>2 (0.09)</u>	3 (0.07)	3 (0.07)	2 (0.07)	2 (0.12)
Pond Impacts (#/acres)	-	<u>0 (0.0)</u>	1 (0.02)	1 (0.02)	2 (0.07)	1 (0.01)
Floodplain Impacts (100-Year) (acres)	-	<u>5.7</u>	+1.4	+0.3	+0.6	+0.6
Floodway Impacts (acres)	-	<u>0.7</u>	-	-	-	-
<b>Air Quality</b>						
<i>All modeled concentrations are below the National Ambient Air Quality Standards (NAAQS)</i>						
<b>Noise and Vibration</b>						
Noise Impacts	-	<u>5</u>	+1	+1	+1	+1
Vibration Impacts	-	<u>25</u>	+8	+4	+4	+2
<b>Hazardous, Contaminated, and Regulated Materials</b>						
High Risk Sites	-	<u>37</u>	-	-	-	-
Medium Risk Sites	-	<u>76</u>	-	-	+1	+1
<b>Acquisitions, Relocations, and Displacements</b>						
Full Acquisitions and Displacements	-	<u>45</u>	+3	+5	+3	+2
Partial Acquisitions	-	<u>105</u>	+8	+10	+18	+14
Other Displacements	-	<u>13</u>	-	-	-	-

\*LRA consists of common alignment segments that are outside the various alternatives. Underlining indicates data that is subject to change due to alignment refinement.





Factor	Ridership		Incremental additional ridership by alternative			
	No Build	Low Ridership alternatives*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Transportation</b> Light Rail Transit Ridership (2040 weekday)	-	<u>23,560</u>	<u>+340</u>	-	<u>+720</u>	<u>+730</u>

\* “Low Ridership alternatives” consists of the combination of alternatives that have the lowest projected ridership – common segments and the C1A, NHC 1, and Duke Eye Care Center Station alternatives.

Factor	Energy Use		Incremental reduced energy use by alternative			
	No Build	High Energy Use alternatives*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Energy Use</b> Reduction in Annual Energy Use (billions, BTU)	<u>137,049</u>	<u>136,978</u>	<u>-18</u>	-	<u>-19</u>	<u>-17</u>

\* “High Energy Use alternatives” consists of the combination of alternatives that have the highest projected energy use – common segments and the C1A, NHC 1, and Duke Eye Care Center Station alternatives.

Factor	Capital Costs		Incremental additional capital costs by alternative			
	No Build	Low Capital Cost alternatives*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Capital Cost</b> Light Rail Capital Costs (2015 \$) (millions)	-	<u>\$1,522</u>	<u>+\$41.0</u>	<u>+\$36.0</u>	-	<u>+\$7.6</u>

\* “Low Capital Cost alternatives” consists of the combination of alternatives that have the lowest projected capital costs – common segments and the C2, NHCLPA, and either Duke/VA Medical Centers Station alternatives.

Factor	Operating costs		Incremental additional operating costs by alternative			
	No Build	Low Operating Cost alternatives*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Operating Cost</b> Annual Light Rail Operating and Maintenance Costs (2014 \$) (thousands)	--	<u>\$16,846</u>	-	<u>+\$82.1</u>	<u>+\$56.9</u>	<u>+\$56.9</u>

\* “Low Operating Cost alternatives” consists of the combination of alternatives that have the lowest projected operating costs – common segments and the C1, NHCLPA, and either Duke/VA Medical Centers station alternatives.

Underlining indicates data that is subject to change due to alignment refinement.



Little Creek Crossing Analysis of Alternatives – Comparative Analysis

Draft

Factor	No Build	LRA*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Project Features</b>						
Length (miles)	-	<u>11.4</u>	<u>+2.3</u>	<u>+2.5</u>	<u>+2.4</u>	<u>+2.4</u>
Travel time (minutes)	-	<u>25:35</u>	<u>+6:07</u>	<u>+6:59</u>	<u>+6:03</u>	<u>+5:53</u>
Stations, Vehicles, etc.	-	17 Stations, <u>16</u> Vehicles (Total Fleet), 8 Park and Ride Lots, <u>5,110</u> Park and Ride Spaces, 1 Maintenance Facility.				
<b>Transportation</b>						
Bus Route Connections	-	<u>60</u>	+2	+2	+1	+1
Pedestrian & Bicycle Connections	-	<u>33</u>	+9	+9	+5	+5
Pedestrian & Bicycle at-grade crossings	-	<u>41</u>	+13	+17	+7	+13
Parking Spaces Impacted	-	<u>400</u>	+175	+175	+95	+15
<b>Land Use and Zoning</b>						
	<i>Not consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>	<i>MOST consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>
<b>Socio-Economic and Demographic Conditions</b>						
Population served (2040)		<u>30,400</u>	+4,300	+4,300	+5,300	+5,300
Employment served (2040)		<u>66,800</u>	+4,800	+4,800	+4,800	+4,800
Socio-Economic Indicators (%)		<i>Minority, 51%, Below Poverty 32%, Zero-Car Households 22%, LEP 18%</i>				
<b>Neighborhoods and Community Resources</b>						
	<i>No Impact</i>	<i>Impacts to Community Resources (CR)</i>	<i>Impacts to Community Cohesion (CC)</i>	<i>Impacts to Community Cohesion (CC)</i>	<i>No Impact</i>	<i>No Impact</i>
<b>Visual and Aesthetic Considerations</b>						
	<i>Low-High</i>	<i>Low-High</i>	<i>Moderate-High</i>	<i>Moderate-High</i>	<i>Moderate</i>	<i>Moderate</i>
<b>Cultural, Historic, and Archaeological Resources</b>						
Historic Properties Potentially Affected		<i>TBD</i>				
Archeological Sites requiring further investigation	-	<u>7</u>	-	-	-	-
<b>Public Parkland and Recreational Areas</b>						
Parklands (acres)	-	<u>11.6</u>	+4.1	+1.6	+2.1	+1.0
Recreational trails (at-grade crossings)	-	<u>0</u>	-	-	-	-

\*LRA consists of common alignment segments that are outside the various alternatives. Underlining indicates data that is subject to change due to alignment refinement.



Little Creek Crossing Analysis of Alternatives – Comparative Analysis

Draft

Factor	No Build	LRA*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Natural Resources</b>						
Biotic Resources Total (acres)	-	<u>230</u>	+20	+23	+25	+25
Bottomland	-	0	+3	+1	+1	+1
Alluvial	-	3	+1	+1	+1	-
Mesic Mixed	-	66	+6	+9	+8	+5
Maintained/Disturbed	-	<u>161</u>	+10	+12	+15	+19
Protected Species	-	0	-	-	-	-
<b>Water Resources</b>						
Stream Impacts (linear feet)	-	<u>1,693</u>	+434	+434	+587	+519
Riparian Zone 1 (sq. ft.) (acres)	-	<u>122,036 (2.8)</u>	+13,100 (0.3)	+13,103 (0.3)	+15,434 (0.4)	+11,500 (0.3)
Riparian Zone 2 (sq. ft.) (acres)	-	<u>95,250 (2.2)</u>	+7,956 (0.2)	+8,054 (0.2)	+9,525 (0.2)	+12,130 (0.3)
Wetland Impacts (#/acres)	-	<u>2 (0.09)</u>	3 (0.07)	3 (0.07)	2 (0.07)	2 (0.12)
Pond Impacts (#/acres)	-	<u>0 (0.0)</u>	1 (0.02)	1 (0.02)	2 (0.07)	1 (0.01)
Floodplain Impacts (100-Year) (acres)	-	<u>5.7</u>	+1.4	+0.3	+0.6	+0.6
Floodway Impacts (acres)	-	<u>0.7</u>	-	-	-	-
<b>Air Quality</b>						
<i>All modeled concentrations are below the National Ambient Air Quality Standards (NAAQS)</i>						
<b>Noise and Vibration</b>						
Noise Impacts	-	<u>5</u>	+1	+1	+1	+1
Vibration Impacts	-	<u>25</u>	+8	+4	+4	+2
<b>Hazardous, Contaminated, and Regulated Materials</b>						
High Risk Sites	-	<u>37</u>	-	-	-	-
Medium Risk Sites	-	<u>76</u>	-	-	+1	+1
<b>Acquisitions, Relocations, and Displacements</b>						
Full Acquisitions and Displacements	-	<u>45</u>	+3	+5	+3	+2
Partial Acquisitions	-	<u>105</u>	+8	+10	+18	+14
Other Displacements	-	<u>13</u>	-	-	-	-

\*LRA consists of common alignment segments that are outside the various alternatives. Underlining indicates data that is subject to change due to alignment refinement.





Factor	Ridership		Incremental additional ridership by alternative			
	No Build	Low Ridership alternatives*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Transportation</b> Light Rail Transit Ridership (2040 weekday)	-	<u>23,560</u>	<u>+340</u>	-	<u>+720</u>	<u>+730</u>

\* “Low Ridership alternatives” consists of the combination of alternatives that have the lowest projected ridership – common segments and the C1A, NHC 1, and Duke Eye Care Center Station alternatives.

Factor	Energy Use		Incremental reduced energy use by alternative			
	No Build	High Energy Use alternatives*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Energy Use</b> Reduction in Annual Energy Use (billions, BTU)	<u>137,049</u>	<u>136,978</u>	<u>-18</u>	-	<u>-19</u>	<u>-17</u>

\* “High Energy Use alternatives” consists of the combination of alternatives that have the highest projected energy use – common segments and the C1A, NHC 1, and Duke Eye Care Center Station alternatives.

Factor	Capital Costs		Incremental additional capital costs by alternative			
	No Build	Low Capital Cost alternatives*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Capital Cost</b> Light Rail Capital Costs (2015 \$) (millions)	-	<u>\$1,522</u>	<u>+\$41.0</u>	<u>+\$36.0</u>	-	<u>+\$7.6</u>

\* “Low Capital Cost alternatives” consists of the combination of alternatives that have the lowest projected capital costs – common segments and the C2, NHCLPA, and either Duke/VA Medical Centers Station alternatives.

Factor	Operating costs		Incremental additional operating costs by alternative			
	No Build	Low Operating Cost alternatives*	C1 Alt.	C1A Alt.	C2 Alt.	C2A Alt.
<b>Operating Cost</b> Annual Light Rail Operating and Maintenance Costs (2014 \$) (thousands)	--	<u>\$16,846</u>	-	<u>+\$82.1</u>	<u>+\$56.9</u>	<u>+\$56.9</u>

\* “Low Operating Cost alternatives” consists of the combination of alternatives that have the lowest projected operating costs – common segments and the C1, NHCLPA, and either Duke/VA Medical Centers station alternatives.

Underlining indicates data that is subject to change due to alignment refinement.



New Hope Creek Crossing Analysis of Alternatives – Comparative Analysis

Draft DEIS

Factor	No Build	LRA*	NHC LPA Alt.	NHC 1 Alt.	NHC 2 Alt.
<b>Project Features</b>					
Length (miles)	-	<u>11.4</u>	<u>+3.3</u>	<u>+3.6</u>	<u>+3.6</u>
Travel time (minutes)	-	<u>25:35</u>	<u>+8:44</u>	<u>+8:47</u>	<u>+9:15</u>
Stations, Vehicles, etc.	-	17 Stations, <u>16</u> Vehicles (Total Fleet), 8 Park and Ride Lots, <u>5,110</u> Park and Ride Spaces, 1 Maintenance Facility.			
<b>Transportation</b>					
Bus Route Connections	-	<u>60</u>	+6	+6	+6
Pedestrian & Bicycle Connections	-	<u>33</u>	+4	+3	+5
Pedestrian & Bicycle at-grade crossings	-	<u>41</u>	+12	+5	+9
Parking Spaces Impacted	-	<u>400</u>	+55	+180	+105
<b>Land Use and Zoning</b>					
	<i>Not consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>	<i>MOST consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>	<i>Consistent with local planning efforts</i>
<b>Socio-Economic and Demographic Conditions</b>					
Population served (2040)		<u>30,400</u>	+8,000	+8,000	+8,000
Employment served (2040)		<u>66,800</u>	+11,200	+11,200	+11,200
Socio-Economic Indicators (%)		<i>Minority, <u>51%</u>, Below Poverty <u>32%</u>, Zero-Car Households <u>22%</u>, LEP <u>18%</u></i>			
<b>Neighborhoods and Community Resources</b>					
	<i>No Impact</i>	<i>Impacts to Community Resources (CR)</i>	<i>No Impact</i>	<i>Impacts to Community Resources (CR)</i>	<i>No Impact</i>
<b>Visual and Aesthetic Considerations</b>					
	<i>Low-High</i>	<i>Low-High</i>	<i>Moderate-High</i>	<i>Moderate-High</i>	<i>Moderate-High</i>
<b>Cultural, Historic, and Archaeological Resources</b>					
Historic Properties Potentially Affected			<i>TBD</i>		
Archeological Sites requiring further investigation	-	<u>2</u>	-	-	-
<b>Public Parkland and Recreational Areas</b>					
Parklands (acres)	-	<u>11.6</u>	-	-	-
Recreational trails (at-grade crossings)	-	<u>0</u>	-	-	-

\*LRA consists of common alignment segments that are outside the various alternatives. Underlining indicates data that is subject to change due to alignment refinement.



New Hope Creek Crossing Analysis of Alternatives – Comparative Analysis

Draft DEIS

Factor	No Build	LRA*	NHC LPA Alt.	NHC 1 Alt.	NHC 2 Alt.
<b>Natural Resources</b>					
Biotic Resources Total (acres)	-	<u>230</u>	+28	+29	+28
Bottomland	-	0	+4	+2	+3
Alluvial	-	3	-	-	-
Mesic Mixed	-	66	+5	+5	+8
Maintained/Disturbed	-	<u>161</u>	+19	+22	+17
Protected Species	-	0	-	-	-
<b>Water Resources</b>					
Stream Impacts (linear feet)	-	<u>1,693</u>	+221	-	+210
Riparian Zone 1 (sq. ft.) (acres)	-	<u>122,036 (2.8)</u>	+19,611 (0.5)	+2,995 (0.1)	+17,046 (0.4)
Riparian Zone 2 (sq. ft.) (acres)	-	<u>95,250 (2.2)</u>	+24,642 (0.6)	+1,449 (0.1)	+19,559 (0.4)
Wetland Impacts (#/acres)	-	<u>2 (0.09)</u>	4 (0.01)	2 (0.01)	3 (0.01)
Pond Impacts (#/acres)	-	<u>0 (0.0)</u>	0 (0.0)	0 (0.0)	0 (0.0)
Floodplain Impacts (100-Year) (acres)	-	<u>5.7</u>	+0.2	+0.6	+0.1
Floodway Impacts (acres)	-	<u>0.7</u>	+0.3	+0.2	+0.2
<b>Air Quality</b>					
<i>All modeled concentrations are below the National Ambient Air Quality Standards (NAAQS)</i>					
<b>Noise and Vibration</b>					
Noise Impacts	-	<u>5</u>	-	-	-
Vibration Impacts	-	<u>25</u>	+2	+2	+4
<b>Hazardous, Contaminated, and Regulated Materials</b>					
High Risk Sites	-	<u>37</u>	-	+3	+3
Medium Risk Sites	-	<u>76</u>	-	+3	+1
<b>Acquisitions, Relocations, and Displacements</b>					
Full Acquisitions and Displacements	-	<u>45</u>	+7	+7	+7
Partial Acquisitions	-	<u>105</u>	+8	+12	+10
Other Displacements	-	<u>13</u>	+1	-	-

\*LRA consists of common alignment segments that are outside the various alternatives. Underlining indicates data that is subject to change due to alignment refinement.



**New Hope Creek Crossing Analysis of Alternatives – Incremental Analysis**

**Draft DEIS**

Factor	Ridership		Incremental additional ridership by alternative		
	No Build	Low Ridership alternatives*	NHC LPA Alt.	NHC 1 Alt.	NHC 2 Alt.
<b>Transportation</b> Light Rail Transit Ridership (2040 weekday)	-	<u>23,560</u>	+220	+390	=

\* “Low Ridership alternatives” consists of the combination of alternatives that have the lowest projected ridership – common segments and the C1A, NHC 1, and Duke Eye Care Center Station alternatives.

Factor	Ridership		Incremental reduced energy use by alternative		
	No Build	High Energy Use alternatives*	NHC LPA Alt.	NHC 1 Alt.	NHC 2 Alt.
<b>Energy Use</b> Reduction in Annual Energy Use (billions, BTU)	<u>137,049</u>	<u>136,978</u>	-21	=	-21

\* “Low Energy Use alternatives” consists of the combination of alternatives that have the highest projected energy use – common segments and the C1A, NHC 1, and Duke Eye Care Center Station alternatives.

Factor	Ridership		Incremental additional capital costs by alternative		
	No Build	Low Capital Cost alternatives*	NHC LPA Alt.	NHC 1 Alt.	NHC 2 Alt.
<b>Capital Cost</b> Light Rail Capital Costs (2015 \$) (millions)	-	<u>\$1,522</u>	=	+\$16.3	+\$3.4

\* “Low Capital Cost alternatives” consists of the combination of alternatives that have the lowest projected capital costs – common segments and the C2, NHC LPA, and either Duke/VA Medical Centers Station alternatives.

Factor	Ridership		Incremental additional operating costs by alternative		
	No Build	Low Op Cost alternatives*	NHC LPA Alt.	NHC 1 Alt.	NHC 2 Alt.
<b>Operating Cost</b> Annual Light Rail Operating and Maintenance Costs (2014 \$) (thousands)	-	<u>\$16,846</u>	=	+\$180.1	+\$75.6

\* “Low Op Cost alternatives” consists of the combination of alternatives that have the lowest projected operating costs – common segments and the C1, NHC LPA, and either Duke/VA Medical Centers station alternatives.

Underlining indicates data that is subject to change due to alignment refinement.



Factor	No Construir	LRA*	Alternativa C1	Alternativa C1A	Alternativa C2	Alternativa C2A
<b>Características del Proyecto</b>						
Longitud (millas)	-	<u>11.4</u>	<u>+2.3</u>	<u>+2.5</u>	<u>+2.4</u>	<u>+2.4</u>
Tiempo de viaje (minutos)	-	<u>25:35</u>	<u>+6:07</u>	<u>+6:59</u>	<u>+6:03</u>	<u>+5:53</u>
Estaciones, vehículos, etc.	-	<i>17 Estaciones, 16 Vehículos (Flota Total), 8 Lotes de Estacionamiento, 5,110 Espacios para estacionarse, 1 Instalación de Mantenimiento</i>				
<b>Transporte</b>						
Conexiones de Ruta de Autobús	-	<u>60</u>	+2	+2	+1	+1
Conexiones para Peatones y Bicicletas	-	<u>33</u>	+9	+9	+5	+5
Peatones y bicicletas al nivel de cruce	-	<u>41</u>	+13	+17	+7	+13
Espacios de Estacionamiento impactados	-	<u>400</u>	+175	+175	+95	+15
<b>Uso del Suelo y Zonificación</b>						
	<i>No consistente con los esfuerzos de planificación local</i>	<i>Consistente con los esfuerzos de planificación local</i>	<i>Consistente con los esfuerzos de planificación local</i>	<i>Más consistente con los esfuerzos de planificación local</i>	<i>Consistente con los esfuerzos de planificación local</i>	<i>Consistente con los esfuerzos de planificación local</i>
<b>Condiciones Socio-Económicas y Demográficas</b>						
Población servida (2040)		<u>30,400</u>	+4,300	+4,300	+5,300	+5,300
Empleos servidos (2040)		<u>66,800</u>	+4,800	+4,800	+4,800	+4,800
Indicadores Socio-económicos (%)	Minoría <u>51%</u> , Abajo del Nivel de Pobreza <u>32%</u> , Hogares sin Automóvil <u>22%</u> , LEP <u>18%</u>					
<b>Colonias y Servicios a la Comunidad</b>						
	<i>No Impacto</i>	<i>Impacto a Servicios de la Comunidad (CR)</i>	<i>Impacto a Servicios de la Comunidad (CR)</i>	<i>Impacto a Servicios de la Comunidad (CR)</i>	<i>No Impacto</i>	<i>No Impacto</i>
<b>Consideraciones Visuales y Estéticas</b>						
	Bajo-Alto	Bajo-Alto	Moderado-Alto	Moderado-Alto	Moderado	Moderado
<b>Recursos Culturales, Históricos y Arqueológicos</b>						
Propiedades Históricas Potencialmente Afectadas	A ser determinado					
Sitios Arqueológicos que requieren mayor investigación	-	<u>7</u>	-	-	-	-
<b>Parques Públicos y Zonas Recreacionales</b>						
Parques Públicos (acres)	-	<u>11.6</u>	+4.1	-+1.6	+2.1	+1.0
Senderos recreativos (al nivel de cruce)	-	<u>0</u>	-	-	-	-

\*LRA consiste en segmentos de alineación comunes que se encuentran fuera de las distintas alternativas. Subrayado indica datos que están sujetos a cambios, debido al refinamiento de la alineación.

Análisis de Alternativas de Little Creek Crossing - Análisis Comparativo



Factor	No Construir	LRA*	Alternativa C1	Alternativa C1A	Alternativa C2	Alternativa C2A
<b>Recursos Naturales</b>						
Total de Recursos Bióticos (acres)	-	<u>230</u>	+20	+23	+25	+25
“Bottomland”	-	0	+3	+1	+1	+1
Aluvial	-	3	+1	+1	+1	-
Mesic Mezclado	-	66	+6	+9	+8	+5
Mantenido / Perturbado	-	<u>161</u>	+10	+12	+15	+19
Especies Protegidas	-	0	-	-	-	-
<b>Recursos de Agua</b>						
Impactos a Corrientes (pies lineales)	-	<u>1,693</u>	+434	+434	+587	+519
Zona Ribereña 1 (pies cuadrados) (acres)	-	<u>122,036 (2.8)</u>	+13,100 (0.3)	+13,103 (0.3)	+15,434 (0.4)	+11,500 (0.3)
Zona Ribereña 2 (pies cuadrados) (acres)	-	<u>95,250 (2.2)</u>	+7,956 (0.2)	+8,054 (0.2)	+9,525 (0.2)	+12,130 (0.3)
Impactos a Humedales (# / acres)	-	<u>2 (0.09)</u>	3 (0.07)	3 (0.07)	2 (0.07)	2 (0.12)
Impactos a Estanques (# / acres)	-	<u>0 (0.0)</u>	1 (0.02)	1 (0.2)	2 (0.07)	1 (0.01)
Impactos a Llanuras de Inundación (100 años) (acres)	-	<u>5.7</u>	+1.4	+0.3	+0.6	+0.6
Impactos a Cauces de Alivio (acres)	-	<u>0.7</u>	-	-	-	-
<b>Calidad del Aire</b>						
<i>Todas las concentraciones modeladas están por debajo de los Estándares Nacionales Ambientales de Calidad del Aire (NAAQS)</i>						
<b>Ruido y Vibración</b>						
Impactos de Ruido	-	<u>5</u>	+1	+1	+1	+1
Impactos de Vibraciones	-	<u>25</u>	+8	+4	+4	+2
<b>Materiales Peligrosos, Contaminados y Reglamentados</b>						
Sitios de Alto Riesgo	-	<u>37</u>	-	-	-	-
Sitios de Riesgo Medio	-	<u>76</u>	-	-	+1	+1
<b>Adquisiciones, Reubicaciones y Desplazamientos</b>						
Adquisiciones y Desplazamientos Totales	-	<u>45</u>	+3	+5	+3	+2
Adquisiciones Parciales	-	<u>105</u>	+8	+10	+18	+14
Otros Desplazamientos	-	<u>13</u>	-	-	-	-

\*LRA consiste en segmentos de alineación comunes que se encuentran fuera de las distintas alternativas. Subrayado indica datos que están sujetos a cambios, debido al refinamiento de la alineación.

## Análisis de Alternativas de Little Creek Crossing - Análisis Incremental

Factor	Número de Pasajeros		Adiciones Incrementales de Pasajeros por alternativa			
	No Construir	Alternativas de Baja Cantidad de Pasajeros*	Alternativa C1	Alternativa C1A	Alternativa C2	Alternativa C2A
<b>Transporte</b> Pasajeros del Tren Ligero (2040 lunes a viernes)	-	<u>23,560</u>	<u>+340</u>	-	<u>+720</u>	<u>+730</u>

\*"Alternativas de Baja cantidad de Pasajeros" consiste de la combinación de alternativas que tienen la más baja cantidad de pasajeros proyectada - segmentos comunes y las alternativas C1A, NHC 1 y de la Estación del Duke Eye Care Center.

Factor	Número de Pasajeros		Reducciones incrementales de uso de la Energía por alternativa			
	No Construir	Alternativas de Alto Consumo de Energía*	Alternativa C1	Alternativa C1A	Alternativa C2	Alternativa C2A
<b>Uso de la Energía</b> Reducción en el Consumo de Energía Anual (miles de millones, BTU)	<u>137,049</u>	<u>136,978</u>	<u>-18</u>	-	<u>-19</u>	<u>-17</u>

\*"Alternativas de Bajo Consumo de Energía" consiste de la combinación de alternativas que tienen el más alto consumo de energía proyectada - segmentos comunes y las alternativas C1A, NHC 1 y de la Estación del Duke Eye Care Center.

Factor	Número de Pasajeros		Adiciones incrementales de costos de Capital por alternativa			
	No Construir	Alternativas de Bajos Costos de Capital*	Alternativa C1	Alternativa C1A	Alternativa C2	Alternativa C2A
<b>Costos de Capital</b> Costos de Capital del Tren Ligero (2.015 \$) (millones)	-	<u>\$1,522</u>	<u>+\$41.0</u>	<u>+\$36.0</u>	-	<u>+\$7.6</u>

\*"Alternativas de Bajos Costos de Capital" consiste de la combinación de alternativas que tienen los más bajos costos de capital proyectado - segmentos comunes y las alternativas C2, NHC LPA y de la Estación de Centros Médicos Duke / VA.

Factor	Número de Pasajeros		Adiciones incrementales de costos de Capital por alternativa			
	No Construir	Alternativas de Bajos Costos de Operación*	Alternativa C1	Alternativa C1A	Alternativa C2	Alternativa C2A
<b>Costos de Operación</b> Costos Anuales de Operación y Mantenimiento del Tren Ligero (2014 \$) (miles).	-	<u>\$16,846</u>	-	<u>+\$82.1</u>	<u>+\$56.9</u>	<u>+\$56.9</u>

\*"Alternativas de Bajos Costos de Operación" consiste de la combinación de alternativas que tienen los más bajos costos de operación proyectado - segmentos comunes y las alternativas C1, NHC LPA y de la Estación de Centros Médicos Duke / VA.

Factor	No Construir	LRA*	Alternativa Duke Eye Center	Alternativa Trent/Flowers
<b>Características del Proyecto</b>				
Longitud (millas)	-	<u>11.4</u>	+0.0	+0.0
Tiempo de viaje (minutos)	-	<u>25:35</u>	+0:00	+0:05
Estaciones, vehículos, etc.	-	<i>17 Estaciones, 16 Vehículos (Flota Total), 8 Lotes de Estacionamiento, 5,110 Espacios para estacionarse, 1 Instalación de Mantenimiento</i>		
<b>Transporte</b>				
Conexiones de Ruta de Autobús	-	<u>60</u>	+9	+9
Conexiones para Peatones y Bicicletas	-	<u>33</u>	+4	+5
Peatones y bicicletas al nivel de cruce	-	<u>41</u>	+0	+0
Espacios de Estacionamiento impactados	-	<u>400</u>	+30	+45
<b>Uso del Suelo y Zonificación</b>				
	<i>No consistente con los esfuerzos de planificación local</i>	<i>Consistente con los esfuerzos de planificación local</i>	<i>Consistente con los esfuerzos de planificación local</i>	<i>Consistente con los esfuerzos de planificación local</i>
<b>Condiciones Socio-Económicas y Demográficas</b>				
Población servida (2040)		<u>30,400</u>	+10,800	+10,500
Empleos servidos (2040)		<u>66,800</u>	+37,900	+37,900
Indicadores Socio-económicos (%)	Minoría <u>51%</u> , Abajo del Nivel de Pobreza <u>32%</u> , Hogares sin Automóvil <u>22%</u> , LEP <u>18%</u>			
<b>Colonias y Servicios a la Comunidad</b>				
	<i>No Impacto</i>	<i>Impacto a Servicios de la Comunidad (CR)</i>	-	-
<b>Consideraciones Visuales y Estéticas</b>				
	Bajo-Alto	Bajo-Alto	-	-
<b>Recursos Culturales, Históricos y Arqueológicos</b>				
Propiedades Históricas Potencialmente Afectadas	A ser determinado			
Sitios Arqueológicos que requieren mayor investigación	-	<u>7</u>	-	-
<b>Parques Públicos y Zonas Recreacionales</b>				
Parques Públicos (acres)	-	<u>11.6</u>	-	-
Senderos recreativos (al nivel de cruce)	-	<u>0</u>	-	-

\*LRA consiste en segmentos de alineación comunes que se encuentran fuera de las distintas alternativas. Subrayado indica datos que están sujetos a cambios, debido al refinamiento de la alineación.



Factor	No Construir	LRA*	Alternativa Duke Eye Center	Alternativa Trent/Flowers
<b>Recursos Naturales</b>				
Total de Recursos Bióticos (acres)	-	<u>230</u>	-	-
“Bottomland”	-	0	-	-
Aluvial	-	3	-	-
Mesic Mezclado	-	66	-	-
Mantenido / Perturbado	-	<u>161</u>	-	-
Especies Protegidas	-	0	-	-
<b>Recursos de Agua</b>				
Impactos a Corrientes (pies lineales)	-	<u>1,693</u>	-	-
Zona Ribereña 1 (pies cuadrados (acres))	-	<u>122,036 (2.8)</u>	-	-
Zona Ribereña 2 (pies cuadrados (acres))	-	<u>95,250 (2.2)</u>	-	-
Impactos a Humedales (# / acres)	-	<u>2 (0.09)</u>	0 (0.0)	0 (0.0)
Impactos a Estanques (# / acres)	-	<u>0 (0.0)</u>	0 (0.0)	0 (0.0)
Impactos a Llanuras de Inundación (100 años) (acres)	-	<u>5.7</u>	-	-
Impactos a Cauces de Alivio (acres)	-	<u>0.7</u>	-	-
<b>Calidad del Aire</b>				
<i>Todas las concentraciones modeladas están por debajo de los Estándares Nacionales Ambientales de Calidad del Aire (NAAQS)</i>				
<b>Ruido y Vibración</b>				
Impactos de Ruido	-	<u>5</u>	-	-
Impactos de Vibraciones	-	<u>25</u>	-	-
<b>Materiales Peligrosos, Contaminados y Reglamentados</b>				
Sitios de Alto Riesgo	-	<u>37</u>	-	-
Sitios de Riesgo Medio	-	<u>76</u>	-	-
<b>Adquisiciones, Reubicaciones y Desplazamientos</b>				
Adquisiciones y Desplazamientos Totales	-	<u>45</u>	-	-
Adquisiciones Parciales	-	<u>105</u>	-	-
Otros Desplazamientos	-	<u>13</u>	-	-

\*LRA consiste en segmentos de alineación comunes que se encuentran fuera de las distintas alternativas. Subrayado indica datos que están sujetos a cambios, debido al refinamiento de la alineación.

## Análisis de Alternativas de Estaciones de Centros Medicos Duke / VA - Análisis Incremental

Factor	Número de Pasajeros		Adiciones Incrementales de Pasajeros por alternativa	
	No Construir	Alternativas de Baja Cantidad de Pasajeros*	Alternativa Duke Eye Center	Alternativa Trent/Flowers
<b>Transporte</b> Pasajeros del Tren Ligero (2040 lunes a viernes)	-	<u>23,560</u>	=	<u>+280</u>

\*"Alternativas de Baja cantidad de Pasajeros" consiste de la combinación de alternativas que tienen la más baja cantidad de pasajeros proyectada - segmentos comunes y las alternativas C1A, NHC 1 y de la Estación del Duke Eye Care Center.

Factor	Número de Pasajeros		Reducciones incrementales de uso de la Energía por alternativa	
	No Construir	Alternativas de Alto Consumo de Energía*	Alternativa Duke Eye Center	Alternativa Trent/Flowers
<b>Uso de la Energía</b> Reducción en el Consumo de Energía Anual (miles de millones, BTU)	<u>137,049</u>	<u>136,978</u>	=	<u>-3</u>

\*"Alternativas de Bajo Consumo de Energía" consiste de la combinación de alternativas que tienen el más alto consumo de energía proyectada - segmentos comunes y las alternativas C1A, NHC 1 y de la Estación del Duke Eye Care Center.

Factor	Número de Pasajeros		Adiciones incrementales de costos de Capital por alternativa	
	No Construir	Alternativas de Bajos Costos de Capital*	Alternativa Duke Eye Center	Alternativa Trent/Flowers
<b>Costos de Capital</b> Costos de Capital del Tren Ligero (2.015 \$) (millones)	-	<u>\$1,522</u>	=	=

\*"Alternativas de Bajos Costos de Capital" consiste de la combinación de alternativas que tienen los más bajos costos de capital proyectado - segmentos comunes y las alternativas C2, NHC LPA y de la Estación de Centros Médicos Duke / VA.

Factor	Número de Pasajeros		Adiciones incrementales de costos de Capital por alternativa	
	No Construir	Alternativas de Bajos Costos de Operación*	Alternativa Duke Eye Center	Alternativa Trent/Flowers
<b>Costos de Operación</b> Costos Anuales de Operación y Mantenimiento del Tren Ligero (2014 \$) (miles).	-	<u>\$16,846</u>	=	=

\*"Alternativas de Bajos Costos de Operación" consiste de la combinación de alternativas que tienen los más bajos costos de operación proyectado - segmentos comunes y las alternativas C1, NHC LPA y de la Estación de Centros Médicos Duke / VA.

## Análisis de Alternativas de New Hope Creek Crossing - Análisis Comparativo

Factor	No Construir	LRA*	Alternativa NHC LPA	Alternativa NHC 1	Alternativa NHC 2
<b>Características del Proyecto</b>					
Longitud (millas)	-	<u>11.4</u>	<u>+3.3</u>	<u>+3.6</u>	<u>+3.6</u>
Tiempo de viaje (minutos)	-	<u>25:35</u>	<u>+8:44</u>	<u>+8:47</u>	<u>+9:15</u>
Estaciones, vehículos, etc.	-	<i>17 Estaciones, <u>16</u> Vehículos (Flota Total), 8 Lotes de Estacionamiento, <u>5,110</u> Espacios para estacionarse, 1 Instalación de Mantenimiento</i>			
<b>Transporte</b>					
Conexiones de Ruta de Autobús	-	<u>60</u>	+6	+6	+6
Conexiones para Peatones y Bicicletas	-	<u>33</u>	+4	+3	+5
Peatones y bicicletas al nivel de cruce	-	<u>41</u>	+12	+5	+9
Espacios de Estacionamiento impactados	-	<u>400</u>	+55	+180	+105
<b>Uso del Suelo y Zonificación</b>					
	<i>No consistente con los esfuerzos de planificación local</i>	<i>Consistente con los esfuerzos de planificación local</i>	<i>Más consistente con los esfuerzos de planificación local</i>	<i>Consistente con los esfuerzos de planificación local</i>	<i>Consistente con los esfuerzos de planificación local</i>
<b>Condiciones Socio-Económicas y Demográficas</b>					
Población servida (2040)		<u>30,400</u>	+8,000	+8,000	+8,000
Empleos servidos (2040)		<u>66,800</u>	+11,200	+11,200	+11,200
Indicadores Socio-económicos (%)	Minoría <u>51%</u> , Abajo del Nivel de Pobreza <u>32%</u> , Hogares sin Automóvil <u>22%</u> , LEP <u>18%</u>				
<b>Colonias y Servicios a la Comunidad</b>					
	<i>No Impacto</i>	<i>Impacto a Servicios de la Comunidad (CR)</i>	<i>No Impacto</i>	<i>Impacto a Servicios de la Comunidad (CR)</i>	<i>No Impacto</i>
<b>Consideraciones Visuales y Estéticas</b>					
	Bajo-Alto	Bajo-Alto	Moderado-Alto	Moderado-Alto	Moderado-Alto
<b>Recursos Culturales, Históricos y Arqueológicos</b>					
Propiedades Históricas Potencialmente Afectadas	A ser determinado				
Sitios Arqueológicos que requieren mayor investigación	-	<u>7</u>	-	-	-
<b>Parques Públicos y Zonas Recreacionales</b>					
Parques Públicos (acres)	-	<u>11.6</u>	-	-	
Senderos recreativos (al nivel de cruce)	-	<u>0</u>	-	-	

\*LRA consiste en segmentos de alineación comunes que se encuentran fuera de las distintas alternativas. Subrayado indica datos que están sujetos a cambios, debido al refinamiento de la alineación.

## Análisis de Alternativas de New Hope Creek Crossing - Análisis Comparativo

Factor	No Construir	LRA*	Alternativa NHC LPA	Alternativa NHC 1	Alternativa NHC 2
<b>Recursos Naturales</b>					
Total de Recursos Bióticos (acres)	-	<u>230</u>	+28	+29	+28
“Bottomland”	-	0	+4	+2	+3
Aluvial	-	3	-	-	-
Mesic Mezclado	-	66	+5	+5	+8
Mantenido / Perturbado	-	<u>161</u>	+19	+22	+17
Especies Protegidas	-	0	-	-	-
<b>Recursos de Agua</b>					
Impactos a Corrientes (pies lineales)	-	<u>1,693</u>	+221	-	+210
Zona Ribereña 1 (pies cuadrados (acres))	-	<u>122,036 (2.8)</u>	-+19,611 (0.5)	+2,995 (0.1)	+17,046 (0.4)
Zona Ribereña 2 (pies cuadrados (acres))	-	<u>95,250 (2.2)</u>	+24,642 (0.6)	+1,449 (0.1)	+19,559 (0.4)
Impactos a Humedales (# / acres)	-	<u>2 (0.09)</u>	4 (0.1)	2 (0.1)	3 (0.01)
Impactos a Estanques (# / acres)	-	<u>0 (0.0)</u>	0 (0.0)	0 (0.0)	0 (0.0)
Impactos a Llanuras de Inundación (100 años) (acres)	-	<u>5.7</u>	+0.2	+0.6	+0.1
Impactos a Cauces de Alivio (acres)	-	<u>0.7</u>	+0.3	+0.2	+0.2
<b>Calidad del Aire</b>					
<i>Todas las concentraciones modeladas están por debajo de los Estándares Nacionales Ambientales de Calidad del Aire (NAAQS)</i>					
<b>Ruido y Vibración</b>					
Impactos de Ruido	-	<u>5</u>	-	-	-
Impactos de Vibraciones	-	<u>25</u>	+2	+2	+4
<b>Materiales Peligrosos, Contaminados y Reglamentados</b>					
Sitios de Alto Riesgo	-	<u>37</u>	-	+3	+3
Sitios de Riesgo Medio	-	<u>76</u>	-	+3	+1
<b>Adquisiciones, Reubicaciones y Desplazamientos</b>					
Adquisiciones y Desplazamientos Totales	-	<u>45</u>	+7	+7	+7
Adquisiciones Parciales	-	<u>105</u>	+8	+12	+10
Otros Desplazamientos	-	<u>13</u>	+1	-	-

\*LRA consiste en segmentos de alineación comunes que se encuentran fuera de las distintas alternativas. Subrayado indica datos que están sujetos a cambios, debido al refinamiento de la alineación.



## Análisis de Alternativas de New Hope Creek Crossing - Análisis Incremental

Factor	Número de Pasajeros		Adiciones Incrementales de Pasajeros por alternativa		
	No Construir	Alternativas de Baja Cantidad de Pasajeros*	Alternativa NHC LPA	Alternativa NHC 1	Alternativa NHC 2
<b>Transporte</b> Pasajeros del Tren Ligero (2040 lunes a viernes)	-	<u>23,560</u>	<u>+220</u>	<u>+390</u>	-

\*"Alternativas de Baja cantidad de Pasajeros" consiste de la combinación de alternativas que tienen la más baja cantidad de pasajeros proyectada - segmentos comunes y las alternativas C1A, NHC 1 y de la Estación del Duke Eye Care Center.

Factor	Número de Pasajeros		Reducciones incrementales de uso de la Energía por alternativa		
	No Construir	Alternativas de Alto Consumo de Energía*	Alternativa NHC LPA	Alternativa NHC 1	Alternativa NHC 2
<b>Uso de la Energía</b> Reducción en el Consumo de Energía Anual (miles de millones, BTU)	<u>137,049</u>	<u>136,978</u>	<u>-21</u>	-	<u>-21</u>

\*"Alternativas de Bajo Consumo de Energía" consiste de la combinación de alternativas que tienen el más alto consumo de energía proyectada - segmentos comunes y las alternativas C1A, NHC 1 y de la Estación del Duke Eye Care Center.

Factor	Número de Pasajeros		Adiciones incrementales de costos de Capital por alternativa		
	No Construir	Alternativas de Bajos Costos de Capital*	Alternativa NHC LPA	Alternativa NHC 1	Alternativa NHC 2
<b>Costos de Capital</b> Costos de Capital del Tren Ligero (2.015 \$) (millones)	-	<u>\$1,522</u>	-	<u>+\$16.3</u>	<u>+\$3.4</u>

\*"Alternativas de Bajos Costos de Capital" consiste de la combinación de alternativas que tienen los más bajos costos de capital proyectado - segmentos comunes y las alternativas C2, NHC LPA y de la Estación de Centros Médicos Duke / VA.

Factor	Número de Pasajeros		Adiciones incrementales de costos de Capital por alternativa		
	No Construir	Alternativas de Bajos Costos de Operación*	Alternativa NHC LPA	Alternativa NHC 1	Alternativa NHC 2
<b>Costos de Operación</b> Costos Anuales de Operación y Mantenimiento del Tren Ligero (2014 \$) (miles).	-	<u>\$16,846</u>	-	<u>+\$180.1</u>	<u>+\$75.6</u>

\*"Alternativas de Bajos Costos de Operación" consiste de la combinación de alternativas que tienen los más bajos costos de operación proyectado - segmentos comunes y las alternativas C1, NHC LPA y de la Estación de Centros Médicos Duke / VA.

Name	Address	Organization/Association if any	Email
CADEE CHRONAKI	[REDACTED]		
TOM ACTIER	[REDACTED]	Orange County NC	[REDACTED]
CRAIG BENEDICT	[REDACTED]	"	
Carolyn Epstein	[REDACTED]	Oakville's HOA	[REDACTED]
Ted & Alice Barron	[REDACTED]	Chapelwood	[REDACTED]
Aadsey	[REDACTED]	Dublin	
JUSTIN BURTON	[REDACTED]	FONVINE MORISEY RESIDENTS	
Gregory Francis	Brook, NY 10462		[REDACTED]
Eddie & Ann Atkins	[REDACTED]		[REDACTED]
Bob & Cindy Stootheff	[REDACTED] CHAPEL HILL	RESIDENT	[REDACTED]
JASON WELSCH	[REDACTED] PITTSBORO, NC 27312		[REDACTED]
MICHAEL PARKER	[REDACTED] Chapel Hill, NC 27516	CH PLANNING COMM.	[REDACTED]
Paicella W...	[REDACTED]	Cedars -	[REDACTED]
Karen Mohlke	[REDACTED]		[REDACTED]

CH 27516

Name	Address	Organization/Association if any	Email
Ed Morrissette	[Redacted]	Home	[Redacted]
WALT/CATHY MACK	[Redacted]	None	[Redacted]
Susan Balog	[Redacted]	Home	[Redacted]
OT Powell	[Redacted]	"	[Redacted]
John Neter	[Redacted]	"	[Redacted]
David Biswell	[Redacted]	"	[Redacted]
JOHN EADY	[Redacted]	Ifo A	[Redacted]
TOD BOHLER	[Redacted]	DCCA	[Redacted]
TY GREENE	[Redacted]	FALCON	[Redacted]
Eng Brem	[Redacted] 22201 Carbam NC		[Redacted] com
Michael Chiklani	[Redacted]	Chapel Hill	[Redacted]
Paige Tingen	[Redacted]	NONE	[Redacted]
Dale Barnhill	[Redacted]	Barnhill equipment	[Redacted]
C Noel	[Redacted]	Pope's Crossing	[Redacted]

Name	Address	Organization/Association if any	Email
Ruth Johnson	[REDACTED]	none	
Frederick D. Warsaw	Durham NC 27707		[REDACTED]
Maria T. Palmer	[REDACTED]	CH Town Council	on file
RHODA SAMVELS	[REDACTED]		"
Kari Harlow	[REDACTED]	-	
Paul Green	[REDACTED]		
Tom Ruffe	[REDACTED]		
GAIL GREGSON	[REDACTED]	-	
DORINE MATHI	[REDACTED]	Mum	[REDACTED]
Shelia Willis		Durham Reattent	[REDACTED]
Doris Bonaganti	[REDACTED]	-	[REDACTED]
Rhonda Innes	[REDACTED]		-
Norman Innes	[REDACTED]		-
Robert + Peggy Connell	[REDACTED]	Chapel Hill, NC	[REDACTED]



Name	Address	Organization/Association if any	Email
David Laudicina	[REDACTED]	none	[REDACTED]
Janette Warsaw	[REDACTED]	none	[REDACTED]
Sue Bilanski	[REDACTED]	none	[REDACTED]
Allen Spatt	[REDACTED]	citizen	[REDACTED]
GARY Kahn	[REDACTED]	[REDACTED]	[REDACTED]
Judith Stee Brackett	[REDACTED]	CITIZEN	[REDACTED]
CATHY BONDAGH	[REDACTED]	CITIZEN	[REDACTED]
Eileen LUND	[REDACTED]	none	[REDACTED]
Bill Ferrell	[REDACTED]	[REDACTED]	[REDACTED]
Ann Tietz	[REDACTED]	citizen	[REDACTED]
Joan Harrison	[REDACTED]	citizen	[REDACTED]
Sean Hodder	[REDACTED]	citizen	[REDACTED]
Don CERKES	Durham	"	[REDACTED]

Name	Address	Organization/Association if any	Email
STUART BROADBENT	[REDACTED]	—	—
Yeying Phuang	[REDACTED]	[REDACTED]	[REDACTED]
Elizabeth Yamall	[REDACTED]	—	[REDACTED]
KINNEY & Lucy Kim	[REDACTED]	—	[REDACTED]
MARGARET Rook	[REDACTED]	[REDACTED]	[REDACTED]
DAVIS BRIGHAM	[REDACTED]	[REDACTED]	[REDACTED]
M. Hodgson	[REDACTED]	—	—
Curtis Booker	[REDACTED]	[REDACTED]	[REDACTED]
Krisen Smith	[REDACTED]	[REDACTED]	[REDACTED]
KERRY & STAN KUHLMAN	[REDACTED]	—	[REDACTED]
Cali Evans	Chapel Hill, NC 27517	[REDACTED]	[REDACTED]
Weezie Oldenburg	Chapel Hill	[REDACTED]	[REDACTED]
ART SHERWOOD	[REDACTED]	[REDACTED]	[REDACTED]
Susan Sonberg	[REDACTED]	[REDACTED]	[REDACTED]

Name	Address	Organization/Association if any	Email
Marie Brane	Chapel Hill NC		
Bob Rogers			
Joan Bingham		27517	
Susan Leboke			
Thomas J. Jasey			
Steve Rosbough			
BUZ LLOYD		BUZ LLOYD, R.E. BROKER	
Alex Castro Jr.	Chapel Hill, NC 27516	OC Outboard	
Reginald W. Jones		City of Durham	
Joel Cook		resident	
Pamela Cook		resident	
Phil PATTERSON		RESIDENT	
JOHN MATTAEUS		RESIDENT	
	CH HILL 27517	27517	

Name	Address	Organization/Association if any	Email
Judith Swasey	[Redacted]	Chapel Hill	[Redacted]
Jim Ward	[Redacted]	CH	[Redacted]
T.C. Hudson, Jr.	[Redacted]	Pittsboro	[Redacted]
Sherrill Williams	[Redacted]	CH, NC 27517	[Redacted]
A.J. Howes	[Redacted]	CH 27514	[Redacted]
Michael Woodruff	[Redacted]		[Redacted]
Dan Stevens	[Redacted]	CH	[Redacted]
Bonnie Lewis	[Redacted]	CH	[Redacted]
Jim Wise	[Redacted]	Durham	[Redacted]
Rebecca Board	[Redacted]	Durham	[Redacted]
Anna Wu	[Redacted]	UNC-CH	[Redacted]
Bob Humphreys	[Redacted]	CH	[Redacted]
Phil Garber	[Redacted]		[Redacted]



Name	Address	Organization/Association if any	Email
Robin Walchroup	[REDACTED]	—	[REDACTED]
Paul Daniel	[REDACTED]	UNC	[REDACTED]
Jon Fletcher	[REDACTED]	Durham Regional 27713 Assoc. of Realtors	[REDACTED]
Mark Ahrendszen	[REDACTED]	C. Ty of Durham	[REDACTED]
Jim Winders	[REDACTED]	Durham NC 27707	[REDACTED]
MaryBeth Herring	[REDACTED]	CH 27517	[REDACTED]
Rosemarie R. [REDACTED]	[REDACTED]	7517	[REDACTED]
Mia Burroughs	[REDACTED]	7514 OCBOCC	[REDACTED]
Ed Holman	[REDACTED]		[REDACTED]
LYNN SCOTT	[REDACTED]		[REDACTED]
Jane [REDACTED]	[REDACTED]	E54 HOA	[REDACTED]
Ann [REDACTED]	[REDACTED]		[REDACTED] CSU
NILS BRUBAKER	[REDACTED]	27517	[REDACTED]
Lori Black	[REDACTED]	27517	[REDACTED]

Name	Address	Organization/Association if any	Email
Nancy Cidlowski	[REDACTED]		[REDACTED]
Diane Robertson	[REDACTED] 7570	NC NAAEP	[REDACTED]
Rebecca Wheeler	[REDACTED]		[REDACTED]
Billy Ball	[REDACTED]	Body Week	[REDACTED]
Jeff Watson	[REDACTED]	UNC H	[REDACTED]
Bekky Wenders	[REDACTED]	Durham County Land Trust	[REDACTED]
M. Scully	[REDACTED]	DCHC MPO	[REDACTED]
Kuotr Robinson	[REDACTED]		[REDACTED]
Will Aron	[REDACTED]	UNC HEALTH CARE	[REDACTED]
Larry Katz	[REDACTED]	DCCA	[REDACTED]
Terri Buckner	[REDACTED]		[REDACTED]
Ruffin Slater	[REDACTED]		[REDACTED]
SIMON BURICE	[REDACTED]		[REDACTED]
Constance West	[REDACTED]		[REDACTED]


Name	Address	Organization/Association if any	Email
Kristi Passaro	[REDACTED]	—	[REDACTED]
Chris Selby	[REDACTED]		[REDACTED]
Laurel Files	[REDACTED]	Meadowmont Community Assoc.	[REDACTED]
Jennifer Zeng	[REDACTED]		[REDACTED]
Rosahad Coleman	[REDACTED]		[REDACTED]
Katie Weeks	[REDACTED]	—	[REDACTED]
Jory Pointer	[REDACTED]	MSA/MSA	[REDACTED]
My Pointer	[REDACTED]	Meadowmont	[REDACTED]
ANN STROBANT	[REDACTED]	FERRIS COG/RPO	[REDACTED]

Name	Address	Organization/Association if any	Email
Bonnie Marks	[REDACTED]		[REDACTED]
Linda Condissor	[REDACTED]	White Oak + UNC	[REDACTED]
Pulhi Rice	[REDACTED]	HPW	[REDACTED]
L. M. BALL	[REDACTED]	—	
Cindy Reifsnider	[REDACTED]		[REDACTED]
John Sault	[REDACTED]		
Steve Nally	[REDACTED]	Homeowner	
Michael Reed	[REDACTED]	Homeowner	[REDACTED]
KRISTINA SMITH	[REDACTED]	—	[REDACTED]
DAVID HENSON	[REDACTED]		[REDACTED]
Lee Bowman	[REDACTED]		[REDACTED]



Name	Address	Organization/Association if any	Email
Barbara Hauser	[Redacted]		[Redacted]
Stephen Hall	[Redacted]		[Redacted]
Joel Friedman	[Redacted]		[Redacted]
Bonnie Hauser	[Redacted]		[Redacted]
Rachel Martin	[Redacted]		[Redacted]
Gustavo Montana	[Redacted]		[Redacted]
Ben Gallotti	[Redacted]		[Redacted]
Peter & Evelyn Brink	[Redacted]		[Redacted]
Lanier & Scott Hodgson	[Redacted]		[Redacted]
JOHN KENT	[Redacted]		[Redacted]
Scott Harrington	[Redacted]		[Redacted]
Kennedy Holt	[Redacted]		[Redacted]

Name	Address	Organization/Association if any	Email
JEFF BAKALCHUK	[REDACTED]	DOST / BPAAC	[REDACTED]
Summer Alston	[REDACTED]	City of Durham	[REDACTED]
Michael Schwane	[REDACTED]		[REDACTED]
Howard Vargas	[REDACTED]	City of Durham	[REDACTED]
Zavier S. Vereen	[REDACTED]	City of Durham	[REDACTED]
Faye & Richard Trilling	[REDACTED]	ee	[REDACTED]
Peter Eckhoff	[REDACTED]		[REDACTED]
Pat Carstensen	[REDACTED]	-	[REDACTED]
Christin Lampkowski	[REDACTED]	Bike Durham	[REDACTED]
Wanona Satcher	[REDACTED]	city - NIS	[REDACTED]
Christian Daz	[REDACTED]		[REDACTED]
Mike Krannitz	[REDACTED]	Stewart	[REDACTED]
Joe Jackson	[REDACTED]	NC DOST	[REDACTED]



Joseph B. Jackson, CGM  
 Accreditation Facilitator  
 Direct: 919.806.9943  
 Email: Jbjackson907@gmail.com

Send  
me  
Plans

Name	Address	Organization/Association if any	Email
Ted Harris	[Redacted]	Ret	[Redacted]
Roger Jones	[Redacted]	Ret	[Redacted]
Michael McMorris	[Redacted]	Pettigrew Rehab Center	[Redacted]
Martina Scottford	[Redacted]	Durham co housing	[Redacted]
Hannah Jacobson	[Redacted]	Durham Planning	[Redacted]
Ruth Crowe	[Redacted]	Knottwood Home owners Assoc.	[Redacted]
Amita Chopra	[Redacted]		[Redacted]
R. Waldroup	-	-	[Redacted]
Sequoia Andrews	[Redacted]		[Redacted]
Azaria Singleton	[Redacted]		[Redacted]
Amari Singleton	[Redacted]		[Redacted]
Gnn Fuller	[Redacted]		[Redacted]
Michelle Irvine	[Redacted]	PACS	[Redacted]

Name	Address	Organization/Association if any	Email
Daniel READ	[REDACTED]	DUKE PARK NEIGHBORHOOD ASSN	[REDACTED]
Rosalinda Burrows	[REDACTED]	<del>Albright</del>	[REDACTED]
Ma-Cord Shute	[REDACTED]	Myself	[REDACTED]
Arline & Dan Futenegger	[REDACTED]	myself	[REDACTED]
Bill City Burger	[REDACTED]		[REDACTED]
Bob Healy	[REDACTED]	New Hope Court Civic & Advisory Comm	[REDACTED]
Wendy Michener	[REDACTED]	myself	[REDACTED]
Hee Soo Russell	[REDACTED]	T.C. of Durham	[REDACTED]
Patti Anderson	[REDACTED]	"	[REDACTED]
Anthony Bybell	[REDACTED]	"	[REDACTED]
Corey Vernier	[REDACTED]	HNTB	[REDACTED]
Richard Taylor	[REDACTED]	myself	[REDACTED]
JaTORR Taylor	[REDACTED]	myself	[REDACTED]



Name	Address	Organization/Association if any	Email
Betty White	[REDACTED]		[REDACTED]
Dorothy McAllister	[REDACTED]		[REDACTED]
Nat. Chavez	[REDACTED]		[REDACTED]
Denilson Velazq.	[REDACTED]		[REDACTED]
JOHN KENT	[REDACTED]		[REDACTED]
Laura Hill	[REDACTED]		[REDACTED]
Keshach Williams	[REDACTED]		[REDACTED]
T.C Anderson	[REDACTED]		[REDACTED]
John Hedges Epple	[REDACTED]		[REDACTED]
Napoleon Shelton	[REDACTED]		[REDACTED]