

Ms. Lucy Garliauskas

**Re: Triangle Transit's Request to Enter PD**

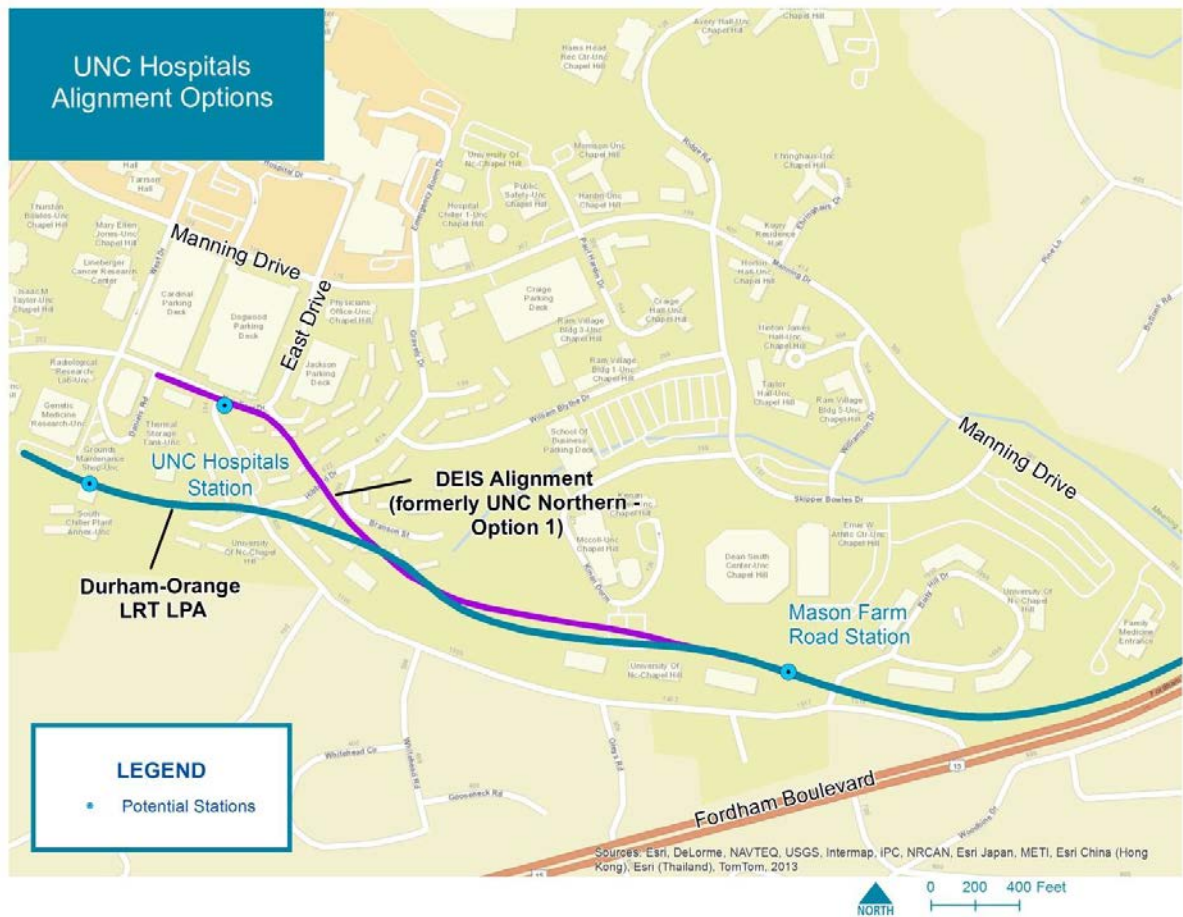
December 19, 2013

## **Attachment 2: Status of Six Major Critical Path Items to be Resolved**

### Status of Six Major Critical Path Items to be Resolved

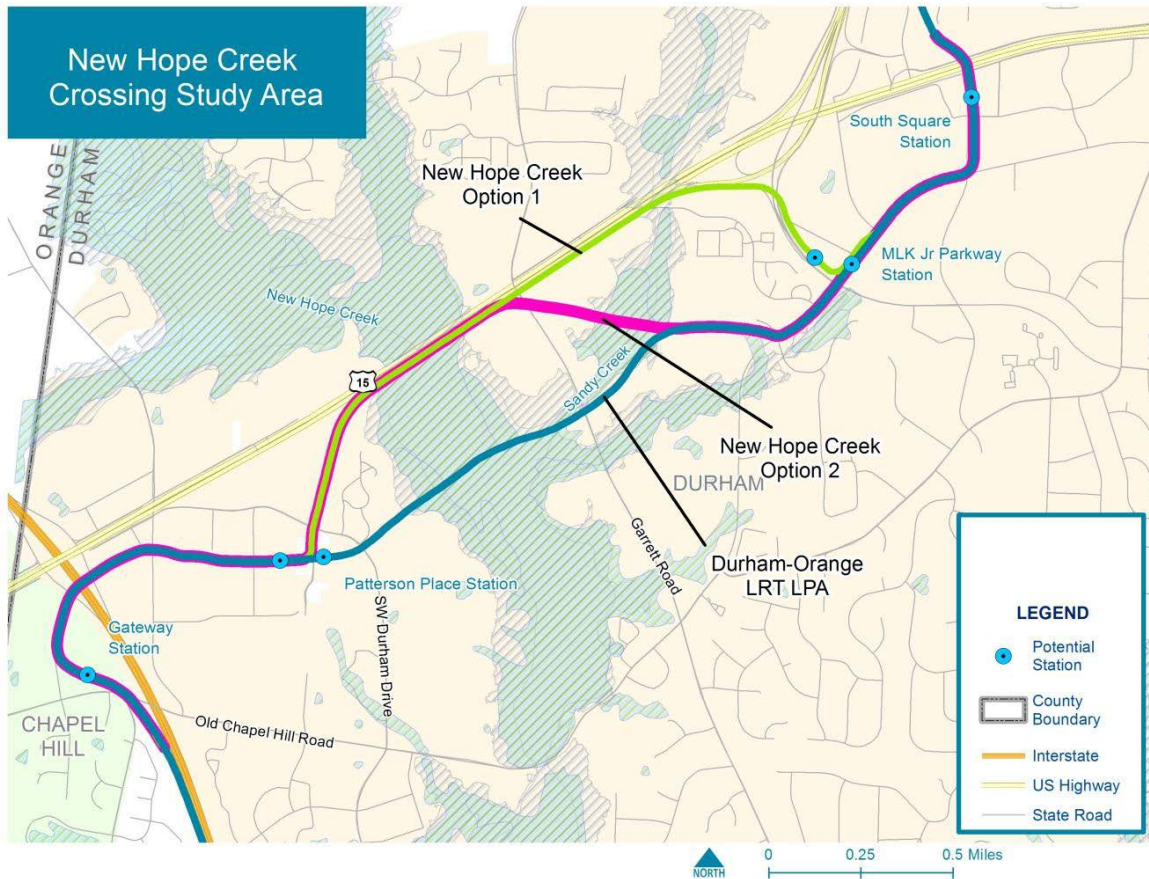
In the summer of 2012, Triangle Transit conducted a risk assessment to identify items with the potential to add cost, require a change in the scope, and/or adversely impact the schedule of the proposed Durham-Orange Light Rail Transit project (D-O LRT or Project). (For additional information, see the Project Risk Register on the DVD at Tab 2.) The risk assessment identified six major critical path items. Over the past year, Triangle Transit has worked with its federal, state, and local partners to develop a plan to minimize each of these critical path items and reduce their associated risks to the Project. A summary of the progress made towards reducing each of these risks is set forth below.

- **University of North Carolina at Chapel Hill (UNC):** Triangle Transit has met regularly with UNC officials. The result of these meetings is an agreement on the proposed alignment, station locations, and station configurations to be evaluated in the Draft Environmental Impact Statement (DEIS). Triangle Transit also worked closely with UNC staff on integrating the D-O LRT and other anticipated bus service improvements into the UNC Campus Master Plan.



- **UNC Finley Golf Course:** The proposed light rail alignment impacts the UNC Finley Golf Course, a highly-ranked and nationally-renowned collegiate course. As requested by UNC, Triangle Transit hired the golf course designer of record to develop conceptual plans to accommodate the D-O LRT alignment and a nearby station location. The conceptual modifications developed in collaboration with UNC staff include relocating some tee boxes and a green to avoid any loss of yardage, extensive plantings to screen views of the transit system from the golf course, and related modifications.

- **New Hope Creek Alignment:** Based on comments received during the Scoping process, and in consultation with the New Hope Creek Corridor Advisory Committee (NHCCAC) and the US Army Corps of Engineers (USACE), two new proposed alternative alignments were developed for the New Hope Creek basin. As a result, three alternatives for crossing the New Hope Creek basin will be evaluated in the DEIS. At its meeting on September 12, 2013, the NHCCAC “agreed that the alternatives to be studied by TTA reflect those that the Committee had agreed upon in its previous discussion and written comments.” (See DVD at Tab 3.)



- **Use of FHWA and NCDOT Rights-of-Way:** Triangle Transit is working with the Federal Highway Administration (FHWA) and the North Carolina Department of Transportation (NCDOT) on the use of federal and state roadway rights-of-way associated with the D-O LRT. In collaboration with these project partners, Triangle Transit prepared and distributed two reports: (i) *Analysis of the Use of FHWA and NCDOT Rights-of-Way* (which documented the eight to nine potential locations (depending on the alternative) where the proposed D-O LRT is parallel to or crosses FHWA and/or NCDOT rights-of-way); and (ii) *LPA Alignment: I-40 Study Options* (which examined the proposed D-O LRT alignment within a segment of Interstate 40, an alternative on a new corridor and one on an existing transportation corridor). (See DVD at Tab 2.) Over the course of 12 months, the D-O LRT Corridor and Alignment Committee (comprised of representatives from FHWA, NCDOT, the City of Durham, the Town of Chapel Hill, the DCHC MPO, and Triangle Transit) held six meetings regarding the Project alignment's interface with FHWA and/or NCDOT facilities. On November 12, 2013, Triangle Transit presented to the Surplus Right-of-Way Disposal and Control of Access Committee (Committee) a summary of the proposed D-O LRT alignment interfaces. In recognition that more specific information will be developed during the

NEPA process, and that additional coordination will occur with Triangle Transit regarding the Project during the NEPA process, the Committee "recommended to provide conceptual approval of the utilization of FHWA and NCDOT rights-of-way for transit." (See DVD at Tab 7.)

- **Station location near the Duke University and Durham Veterans Affairs (VA) Medical Centers:** The D-O LRT is anticipated to operate in a proposed median on Erwin Road, which runs adjacent to the Duke University campus. It will therefore serve the Durham VA and Duke University Medical Centers, neighboring sports complexes, and other Duke University and medical facilities, as well as a significant number of multi-story residential areas. Triangle Transit met with representatives from the City of Durham, NCDOT, Durham VA and Duke University Medical Centers, and Duke University to refine alignment and station options to be studied in the DEIS.



- **North Carolina Railroad Corporation (NCR):** The eastern most 2.8 miles of the proposed D-O LRT alignment are located within the state-owned railroad right-of-way which is managed by NCR. Triangle Transit is working with NCR and the Norfolk Southern Railroad (the freight operator) to identify the appropriate location of the proposed D-O LRT (exclusive) tracks within the NCR corridor. Triangle Transit prepared a report, *Analysis of the Use of the NCR Corridor for Light Rail Transit*, which documents the various studies and track plans developed over the last three years regarding this important interface, and includes Triangle Transit's recommendation for an optimal alignment. (See DVD at Tab 2.) This report is under final review by NCR. Triangle Transit is also coordinating with NCDOT on possible grade separation projects based on a study performed by NCDOT.