

**Morrisville Parkway Extension**  
From Green Level Church Road to NC 55  
Town of Cary, North Carolina,  
Wake County

Federal Aid Project No. #STPDA-0503 (19)  
NCDOT TIP Project No. U-5315-A  
WBS No. 45429.1.1  
Town of Cary Project No. ST1220  
US Army Corps of Engineers Project No. # SAW-200800373

**ADMINISTRATIVE ACTION**  
**Finding of No Significant Impact**

February 2015

Submitted Pursuant to 42 U.S.C. 4332(2)(c)

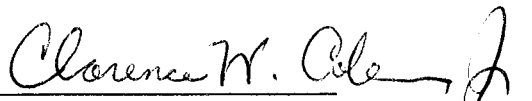
By the

United States Department of Transportation, Federal Highway Administration;  
North Carolina Department of Transportation

Approved

2/18/15 

Date *FOR* Richard W. Hancock, PE, Manager  
NCDOT-Project Development & Environmental Analysis

2/27/2015 

Date *for* John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administrator


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**Finding of No Significant Impact**  
February 2015

Documentation Prepared By:

2-14-15 

Date Ted Walls, PE NCDOT  
NCDOT-Project Development & Environmental Analysis

 2/19/15

Date Robert Deaton, AICP  
NCDOT-Project Development & Environmental Analysis

### **Type of Action**

This document is a Federal Highway Administration (FHWA) Administrative Action, Finding of No Significant Impact (FONSI).

The North Carolina Department of Transportation (NCDOT) and FHWA have determined this project, the two-lane extension of Morrisville Parkway, will not have any significant impact on the human or natural environment. This FONSI is based on NCDOT and FHWA review of the Environmental Assessment (EA) and FONSI prepared for this project by the U.S. Army Corps of Engineers (USACE). The EA, approved by the USACE January 30, 2009, was independently evaluated by FHWA and NCDOT, and subsequently determined to adequately and accurately disclose the environmental issues and impacts for the proposed project. That USACE EA, together with the information contained in the FONSI issued by the USACE on January 30, 2009, as well as this FONSI for U-5315A, provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

This project is shown in the current NCDOT 2012-2020 State Transportation Improvement Program (STIP) as U-5315A. Other sections of the project related to this one are U-5315B, which involves building an interchange with NC 540 and Morrisville Parkway; And U-5315C, which will involve the future widening of Morrisville Parkway Extension from two-lanes to four-lanes. The Town of Cary is currently developing an Environmental Assessment for TIPs U-5315B&C, documenting the impacts of the proposed interchange with the NC 540 Toll Highway and the future widening of Morrisville parkway from two-lanes to four-lanes.

### **Proposed Action and Location:**

Through the extension of Morrisville Parkway, the Town of Cary is seeking to link NC 55 in the east, with Green Level Church Road on the west end of the project study area, facilitating improved connectivity in this part of Cary. The project is located in the western portion of Cary and Wake County, where land use is predominantly low to medium density residential, small scale commercial/industrial activity and some farming.

A total of four different corridor alignments were evaluated for consideration in the US Army Corps of Engineers Environmental Assessment (See Figure 1). Alternative "B" was the preferred alignment and was chosen due to the balance of natural and human environment impacts (See Figure 2). Alternative "A" was the northern-most alternative and approximately 2.34 miles in length. Alternative "C" was south of the Alternative "B", with the same origin and terminus as Alternatives "A" & "B", extending from NC 55 at Morrisville Parkway and tying in on the west side to Green Level Church Road in the same location. Alternative "D" was the southern-most alignment and was considered an upgrade of existing Green Hope School Road.

The proposed road crosses over NC 540, a multi-lane divided tolled highway that provides access to I-40 and Research Triangle Park employment centers. During the recent construction of NC 540, a two-lane bridge was built specifically for the Morrisville Parkway Extension, through an agreement between the Town of Cary and the N.C. Toll Authority. The two-lane Morrisville Parkway Extension is currently being constructed by the Town of Cary and several private development companies, on a number of properties along the new road alignment (See Figure 3). The specific FHWA action here, which is the purpose for this FHWA FONSI, is the funding for the construction of that portion of the Morrisville Parkway Extension (2-lane extension, on 4-lane right-of-way, as part of the USACE EA) that the Town will be responsible for building – from just west of High Croft Drive, to just east of Mills Park Drive (see attachment CAMPO LAPP project description). This project is shown in the current NCDOT 2012-2020 State Transportation Improvement Program (STIP) as U-5315A.

Following the selection of Alternative B (see Figures 1 & 2), the Town was issued a Department of the Army permit on January 30, 2009 (Action ID: SAW-200800373) to fill material into jurisdictional forested wetlands and perennial stream channels. This permit, which was granted as a result of an internal United States Army Corps of Engineers (USACE) Environmental Assessment, was executed such that this part of Morrisville Parkway would be built in three distinct stages (See Table I). The first two stages of the *permit* (Stages 1A and 1B) allow for a 40-foot wide, two-lane roadway with an associated 10-foot multi-use path. Stage 1A encompasses the western end of the project, from Green Level Church Road to approximately 900 feet west of the proposed interchange with NC 540. Stage 1B covers the roadway from NC 55 westward to the end of Stage 1A.

Stage 2 of the permit would allow for the road widening covered in Stages 1A and 1B to accommodate a four-lane, median divided roadway on a 105-foot ROW including 5-foot wide sidewalks, 5-foot wide utility strips to be situated on the south side of the roadway and also allows for a 10-foot multi-use path on the north side of the roadway in lieu of a sidewalk as prescribed in the Town's Pedestrian Plan. Stage 2 of the permit will also include construction of an interchange at Morrisville Parkway Extension and NC 540.

The environmental studies and impacts for all Stage 2 work are covered in a separate Environmental Assessment for TIP project U-5315B&C, which the Town of Cary is preparing. The stream and wetland impacts covered as part of the permit are shown in Table 1 below. It is understood that prior to construction, permit modifications would be submitted to the USACE for approval of the final design and associated impacts, which are expected to be less than those originally permitted. Such permit modifications have been submitted with the current construction efforts by Greystone and Oaks at Highcroft developments.

<b>Table 1 - U.S. Army Corps of Engineers Permitted Impacts</b>				
<b>Stage 1A Stream and Wetland Impacts: From Green Level Church Rd. to Just West of NC 540.</b>				
	<b>Permanent Impact Type</b>		<b>Linear Feet</b>	<b>Square Feet</b>
Stream Crossings	Perennial Stream		731	2409
	Section 404 Forested Wetland		n/a	7399
Wetland Crossings	Section 404 Forested Wetland		n/a	n/a
<b>Total</b>			<b>731</b>	<b>9,808</b>
<b>Stage 1B Stream and Wetland Impacts: From Just West of NC 540 Eastward to NC 55.</b>				
Stream Crossings	Perennial Stream		1297	12970
	Section 404 Forested Wetland		n/a	n/a
Wetland Crossings	Section 404 Forested Wetland		n/a	4356
<b>Total</b>			<b>1,297</b>	<b>17,326</b>
<b>Stage 2 Stream &amp; Wetland Impacts: Future widening of Morrisville Parkway Extension &amp; Interchange.</b>				
Stream Crossings	Perennial Stream		1,384	8,044
	Section 404 Forested Wetland		n/a	n/a
Wetland Crossings	Section 404 Forested Wetland		n/a	19,424
<b>Total</b>			<b>1,384</b>	<b>27,468</b>

**Summary of Impacts:**

**Relocations:**

Two (2) residences in the interchange area will be relocated with the current construction of the 2-lane phase Morrisville Parkway Extension. Five (5) residences would need to be relocated as a result of the construction attributable to the proposed interchange (Stage 2 of the Permit and U-5315B). No businesses would be relocated.

**Farmlands:**

The project study area is located within the Raleigh Urban Area according to the 2010 US Census. Inclusion in this area excludes the study area from protection under the Federal Farmland Protection Act; therefore, no farmland impacts are associated with the Build Alternative.

**Utilities:**

The Build Alternative would have minimal impact to existing utilities within the area. Overhead power lines run alongside NC 540; however, the construction of the Build Alternative is not expected to require any relocation of this major utility.

**Hazardous Materials Sites and Underground Storage Tanks:**

There are no known hazardous materials concerns within the study area.

**Archaeological:**

According to the North Carolina Department of Cultural Resources, there are no known archaeological sites within the project area, therefore the Morrisville Parkway Extension would not impact any archaeological resources or historic properties. In a letter dated December 29, 2011, the NCSHPO recommended that no archaeological investigation be conducted in connection with this project.

**Air Quality:**

The project is located in Wake County, which is within the Raleigh-Durham-Chapel Hill non-attainment area for ozone (O3) and the Raleigh-Durham non-attainment area for carbon monoxide (CO) as defined by the EPA. The 1990 Clean Air Act Amendments (CAAA) designated this area as a moderate nonattainment area for CO. However, due to improved monitoring data, this area was redesignated as maintenance for CO on September 18, 1995. On June 20, 2013, the United States Environmental Protection Agency (USEPA) approved a maintenance plan known as a “limited maintenance plan” for the Triangle, North Carolina CO maintenance plan area which is comprised of the entire counties of Wake and Durham, which was effective on July 22, 2013 with a 2015 horizon year. Because of this plan, CAMPO no longer has to complete a regional emissions analysis for the CO standard pursuant to 40 CFR 93.109(e). This area was designated nonattainment for O3 under the eight-hour ozone standard effective June 15, 2004. Again, due to improved monitoring data, this area was redesignated as maintenance for O3 under the eight-hour standard on December 26, 2007. Section 176(c) of the CAAA requires that transportation plans, programs, and projects conform to the intent of the state air quality implementation plan (SIP).

On January 21, 2015, the CAMPO made a conformity determination on their amended FY 2012-2018 Transportation Improvement Program (TIP). On February 4, 2015, the FHWA reviewed the CAMPO Transportation Conformity Determination Report (U-5315: A&B Amendment #18 – Morrisville Parkway Extension) for the FY 2012-2018 TIP and determined that the CAMPO FY 2012-2018 TIP (a direct subset of the 2035 LRTP) conforms to the purpose of the State Implementation Plan (SIP) in accordance with the final conformity rule found in 40 CFR 93. FHWA made this determination following a coordinated review with the USEPA, Region 4.

Based on the dispersion modeling results, the 2035 Build Alternative, which includes Stage IA, Stage IB and Stage 2 of the proposed Action, is projected to have a maximum predicted 1-hr CO concentration of 9.2 ppm, and this is not expected to cause or contribute to a violation of this standard. Based on the model results, the worst-case air quality scenario, which was determined to be at the intersection of NC 55 and the proposed Morrisville Parkway Extension, will be below the NAAQS for CO, and all areas will be considered to be in compliance.

With respect to the Build Alternative, MSAT emissions will likely be lower than present levels in the design year as a result of EPA's national programs, which are projected to reduce MSAT emissions by over 80 percent by 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures; however, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future.

**Noise:**

The Build Alternative would result in 14 impacted noise receptors, which are residential in nature (NAC B). Five of these receptors are expected to be relocated due to the two-lane extension project underway, the proposed interchange, or by ongoing residential development. The remaining nine receptors are located in an existing neighborhood, Greystone, at the western end of the project study area, near the intersection of Green Level Church Road and the current stub-out of Morrisville Parkway.

**Noise Abatement Considerations:**

FHWA and NCDOT require that feasible and reasonable noise abatement measures be considered and evaluated for the benefit of all predicted build-condition traffic noise impacts. Feasibility and reasonableness are distinct and separate considerations. Feasibility is the consideration as to whether noise abatement measures can be implemented. Reasonableness is the consideration as to whether noise abatement measures should be implemented. Per NCDOT Policy, the following traffic noise abatement measures may be considered: highway alignment selection, traffic systems management, buffer zones, noise barriers (earth berms and noise walls), and noise insulation of Activity Category D land use facilities.

*Roadway Alignment*

Roadway alignment selection involves the horizontal or vertical orientation of the proposed improvements in such a way as to minimize impacts and costs. The selection of alternative alignments for noise abatement purposes must consider the balance between noise impacts and other engineering and environmental parameters. For noise abatement, horizontal alignment selection is primarily a matter of designing the roadway at a sufficient distance from

noise sensitive areas. Changing the roadway alignment is not a viable alternative for noise abatement for this project (U-5315), as those noise impacts identified are associated with the project phases that would widen the existing facility (the 2-lane Morrisville Parkway Extension).

#### *Traffic Systems Management Measures*

Traffic management measures that limit vehicle type, speed, volume, and time of operations can be effective noise abatement measures. For this project, traffic management measures are not considered appropriate for noise abatement due to their effect on the capacity and level-of-service on the proposed roadway.

#### *Noise Insulation*

Insulation of the buildings which are considered to be noise sensitive receptors is sometimes effective, however, is limited to receptors within NAC D. No impacted receptors were determined to meet NAC D; thus, no noise insulation measures were considered.

#### *Noise Barriers*

Highway sound barriers are primarily constructed as earth berms or solid-mass walls adjacent to limited-access highways that are in close proximity to noise-sensitive land use(s). To be effective, a sound barrier must be long enough and tall enough to shield the impacted receptor(s). On roadway facilities with direct access for driveways, sound barriers are typically not feasible because the openings render the barrier ineffective in impeding the transmission of traffic noise. Due to the requisite lengths for effectiveness, sound barriers are typically not economical for isolated or most low-density areas. However, sound barriers may be economical for the benefit of as few as one predicted traffic noise impact if the barrier can benefit enough total receptors – impacted and non-impacted combined – to meet applicable reasonableness criteria.

Based upon the project's preliminary design, one noise barrier meets applicable feasibility and reasonableness criteria, and is recommended for detailed analysis for the benefit of the predicted traffic noise impacts in the vicinity of the project. The barrier location would be along the north side of the Morrisville Parkway Extension between Green Level Church Road and Westfalen Drive, in the Greystone neighborhood.

The optimized -NW1- sound barrier design is 720 feet long, ranges from 8 feet to 15 feet, with a total area of 9,361 square feet. The barrier is predicted to benefit 21 receptors, including all 9 predicted impacts. The 446 square feet per benefit is less than the maximum allowable 2,955 square feet per benefit. The sound barrier is predicted to provide at least a 7-decibel (7 dB(A)) noise level reduction for 16 first-row receptors.



Public involvement with the residents will be conducted to determine the desire for a noise barrier at this location. A Design Noise Report detailing analysis of traffic noise abatement measures for noise-sensitive areas previously identified must be completed during the project final design.

**Water Resources:**

The project study area is located within the Jordan Lake Watershed of the Cape Fear River basin. The **two-lane extension project** is expected to cross six streams totaling approximately **2,028** linear feet of impacted length (**731 feet in Stage 1A, 1,297 feet in Stage 1B**), all which flow into Panther Creek, and ultimately to Jordan Lake. All streams are classified as Water Supply – IV Nutrient Sensitive Waters (WS-IV NSW). These stream crossings are not within 0.5 mile of a water supply source that is classified as WS-II, WS-III or WS-IV. (See Table 1 for “Stage” descriptions and impact data)

**Threatened & Endangered Species:**

The project study area does contain habitat suitable for one federally protected plant species, Michaux’s sumac, however, field studies revealed no presence of the species. Thus, there should be no effect to this species from the implementation of this project.

In addition, a US Fish and Wildlife Service proposal for listing the Northern Long-eared Bat (*Myotis septentrionalis*) as an Endangered Species was published in the Federal Register in October 2013. The listing may become effective as soon as April 1, 2015. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary. The Town of Cary will coordinate with NCDOT’s Natural Environment Section so that NCDOT can obtain Endangered Species Act concurrence regarding this species from USFWS. In addition, as this proposed project is being administered through NCDOT’s Local Programs Management Office, such coordination with the USFWS and the Municipality shall also include NCDOT’s Division 5 office and the Local Programs Management Office, in order to ensure proper action and documentation of the steps taken to comply with the Endangered Species Act.

**Community Effects:**

Western Cary has been growing quickly, and the Town has developed growth and land use plans to guide this growth. The Town of Cary has made an effort to include residents of the area during the development of those plans, to ensure that all citizens are aware of the future of the area and can provide their opinions and input. As the project study area is sparsely developed, impacts to neighborhoods and the surrounding community are expected to be minimal, with

the exception of the Twyla Road community. The current construction of the Morrisville Parkway Extension will bisect this neighborhood. As such, the Twyla Road residents have chosen to remain a residential neighborhood to this point; however, while being generally supportive of the project, these residents have recently formed an LLC with the intention of redeveloping their existing neighborhood as the project is implemented in the future.

**Indirect and Cumulative Effects:**

Western Cary has experienced rapid growth in recent years, and the Town of Cary has worked to develop and implement land use and infrastructure plans to accommodate this growth. These plans include a comprehensive plan that addressed growth, land use, transportation and housing; a growth management plan; specific small area plans; and a comprehensive transportation plan. The proposed Action has the potential for moderate indirect and cumulative effects because the project creates new transportation links that will reduce travel times, change travel patterns, and expose properties to greater traffic volumes; however, the proposed project is consistent with surrounding development, as portrayed by the aforementioned plans which are implemented by the Town.

These development patterns are typical for the Cary area over the past two decades, and have been accelerated by the recent completion of NC 540. The residential development that would typically be attributed to the interchange has already begun. Development in the area most directly affected and served by the future interchange has already begun and property owners support the construction of the interchange and complementary infrastructure. Public involvement efforts for the U-5315 project confirmed broad public support for the new transportation connections and linkages to be provided by the Morrisville Parkway Extension.

Comprehensive planning efforts by the Town over the past decade have put the policies and procedures in place that show the vision and intent to develop in western Cary, to provide the adequate infrastructure to support this growth, and to protect the natural and human environment during the growth. The Town of Cary has developed a *Secondary and Cumulative Impacts (SCI) Master Mitigation Plan* in cooperation with the North Carolina Department of Environment and Natural Resources (NC DENR) to provide a holistic review of the environmental impacts associated with planned land use changes and infrastructure projects deemed necessary by the Town Council.

**Cultural Resources:**

The project study area was surveyed for historic resources as part of two different survey efforts. In 2005, the western half of the project's Area of Potential Effect (APE), from SR 1625 (Green Level Church Road) up to and including the proposed interchange with NC 540 was surveyed. ***The NC State Historic Preservation Office (NCSHPO) determined that while four***

***properties were identified as being 50 years of age or older, none were eligible for listing in the National Register of Historic Places (NRHP).*** Additionally, there were no existing NRHP properties within this part of the study area. NCSHPO confirmed that the 2005 survey would suffice for use in this study. The eastern part of the study area from NC 540 to NC 55, however, had not been surveyed recently. The Town of Cary completed a town-wide Historic Resources Survey and Inventory Update in the spring of 2012, which covered this eastern portion of the study area. The survey update identified four properties east of NC 540 that could have historical or architectural importance pursuant to Section 106 of the National Historic Preservation Act.

**WA 0981** – Tom Scott Farm; Located at 201 and 210 Fryars Frontier Trail, this resource consists of a 19th century log house as well as multiple associated tobacco barns on the property. This resource is currently located within the study area for the proposed project. The inventory indicates that this resource is to be demolished in 2012 as part of a subdivision development (these structures were indeed moved or demolished in 2012); however, some of the tobacco barns may be relocated to the Town of Apex through a private negotiation between the owner and the Apex Historical Society.

**WA 7205** – This house located at 7317 Green Hope School Road is a post-World War I Farm Complex and was newly identified as part of the Town's update. This resource is located approximately 0.3 miles south of the proposed project and is separated from it by woods and Green Hope School Road.

**WA 7197** – This house located at 6827 Indian Wells Road is described as a 20th century popular house type during the Boom, Bust, and Recovery between the World Wars. It was newly identified as part of the Town's update. The structures on this property are located approximately 0.4 miles north of the proposed project and are separated from it by woods.

**WA 0760** – This house located at 3890 NC 55 is a Populism to Progressivism house built near 1900. The structures on this property include a house, a tobacco barn, sheds, and a log crib. The structures are located approximately 0.4 miles north of where the proposed project ties into existing Morrisville Parkway at NC 55. Additionally, NC 55 separates the project from the resource.

The results of this inventory have been reviewed and approved by NCSHPO. In a letter dated July 16, 2012, NCSHPO documented their determination that none of these four resources are eligible for listing in the NRHP and NCSHPO has no comment on the project as proposed.

**Section 4(f) Resources:**

Per federal code, 23 CFR 774, Section 4(f) applies to publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. After field inspections, coordination with Town of Cary staff, review of aerial mapping and coordination with the N.C. SHPO, it has been determined that there are no Section 4(f) resources within the project study area. Therefore, the project will have no impacts to any Section 4(f) resources.

**Section 6(f) Resources:**

Investigation revealed no properties making use of Section 6(f) resources located within the project study area and thus, there will not be any impacts to such properties by the proposed project. Therefore, no further Section 6(f) evaluation is necessary.

**Right-Of-Way:**

The minimum proposed right-of-way (ROW) width along Morrisville Parkway is 105 feet with a 78-foot roadway section. Variations in the ROW width may occur to accommodate intersection improvements or areas where major changes in terrain occur. Additional easements may also be acquired as needed for drainage and utility easements. An estimated four parcels along Twyla Road may require partial or full ROW acquisition for the future construction of the interchange. In compliance with developer agreements with the Town of Cary, developers that are currently constructing the two-lane extension would dedicate the required ROW along their project frontages, such that the needed ROW is available to the Town when the future widening is warranted. No additional ROW acquisitions are expected for future phases of the proposed Action (See Figure 3). No FHWA funds will be used for any Right of Way acquisition associated with the two-lane Morrisville Parkway Extension project.

**Construction:**

FHWA funds cannot be used under this FONSI which adopts the USACE document for construction that occurred prior to the signature date on this FHWA FONSI.

**Determination:**

Under 23 CFR 771.121(c) if another Federal agency has issued a FONSI on an action which includes an element proposed for FHWA funding, the FHWA will evaluate the other agency's FONSI. If the FHWA determines that this element of the project and its environmental impacts have been adequately identified and assessed, and concurs in the decision to issue a FONSI, the Administration will issue its own FONSI incorporating the other agency's FONSI. If environmental issues have not been adequately identified and assessed, the Administration will require appropriate environmental studies.

The FHWA and NCDOT have reviewed the USACE's Environmental Assessment (EA) and FONSI, and determined that the implementation of the proposed/preferred alternative, along with the environmental mitigation measures specified in that EA, will have no significant impact on the quality of the human and natural environment within the meaning of NEPA. In addition to the factors cited in the USACE's EA and FONSI, this determination is also based on the absence of any Section 4(f) resources within the project study area, and thus there are no Section 4(f) impacts as defined under 23 CFR 774.

Therefore, according to Section 102(2)(C) of NEPA, an Environmental Impact Statement is not required and the FHWA is issuing this Finding of No Significant Impact.

**Project Commitments:**

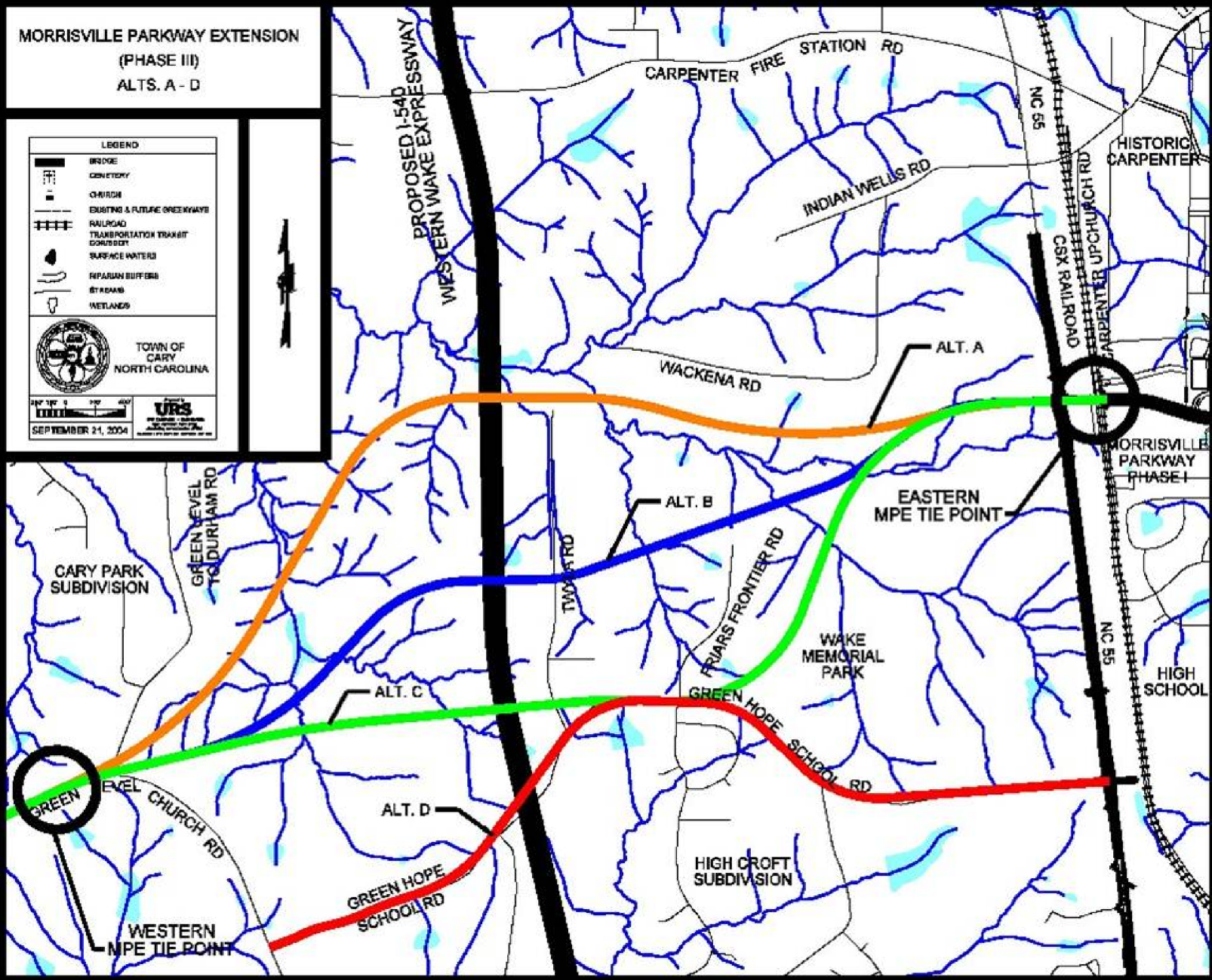
NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat (*Myotis septentrionalis*), and how to address these potential effects, if necessary. The Town of Cary will coordinate with NCDOT's Natural Environment Section so that NCDOT can obtain Endangered Species Act concurrence regarding this species from USFWS. In addition, as this proposed project is being administered through NCDOT's Local Programs Management Office, such coordination with the USFWS and the Municipality shall also include NCDOT's Division 5 office and the Local Programs Management Office, in order to ensure proper action and documentation of the steps taken to comply with the Endangered Species Act.

**MORRISVILLE PARKWAY EXTENSION  
(PHASE III)  
ALTS. A - D**

LEGEND	
	BRIDGE
	CEMETERY
	CHURCH
	EXISTING & FUTURE OVERWAYS
	RAILROAD
	TRANSPORTATION TRANSIT CORRIDOR
	SURFACE WATER
	RIPIARIAN BUFFER
	STADIUM
	WETLANDS

TOWN OF CARY  
NORTH CAROLINA

SEPTEMBER 21, 2004



Morrisville Parkway Alignment Alternatives  
Source: Town of Cary Staff Report EN05-067 January 2005

STIP Project U-5315  
Morrisville Parkway Extension  
Improvements and NC 540 Interchange  
Cary, NC

Prepared by: VHB



**MORRISVILLE PARKWAY EXTENSION  
(PHASE III)  
ALT. B**

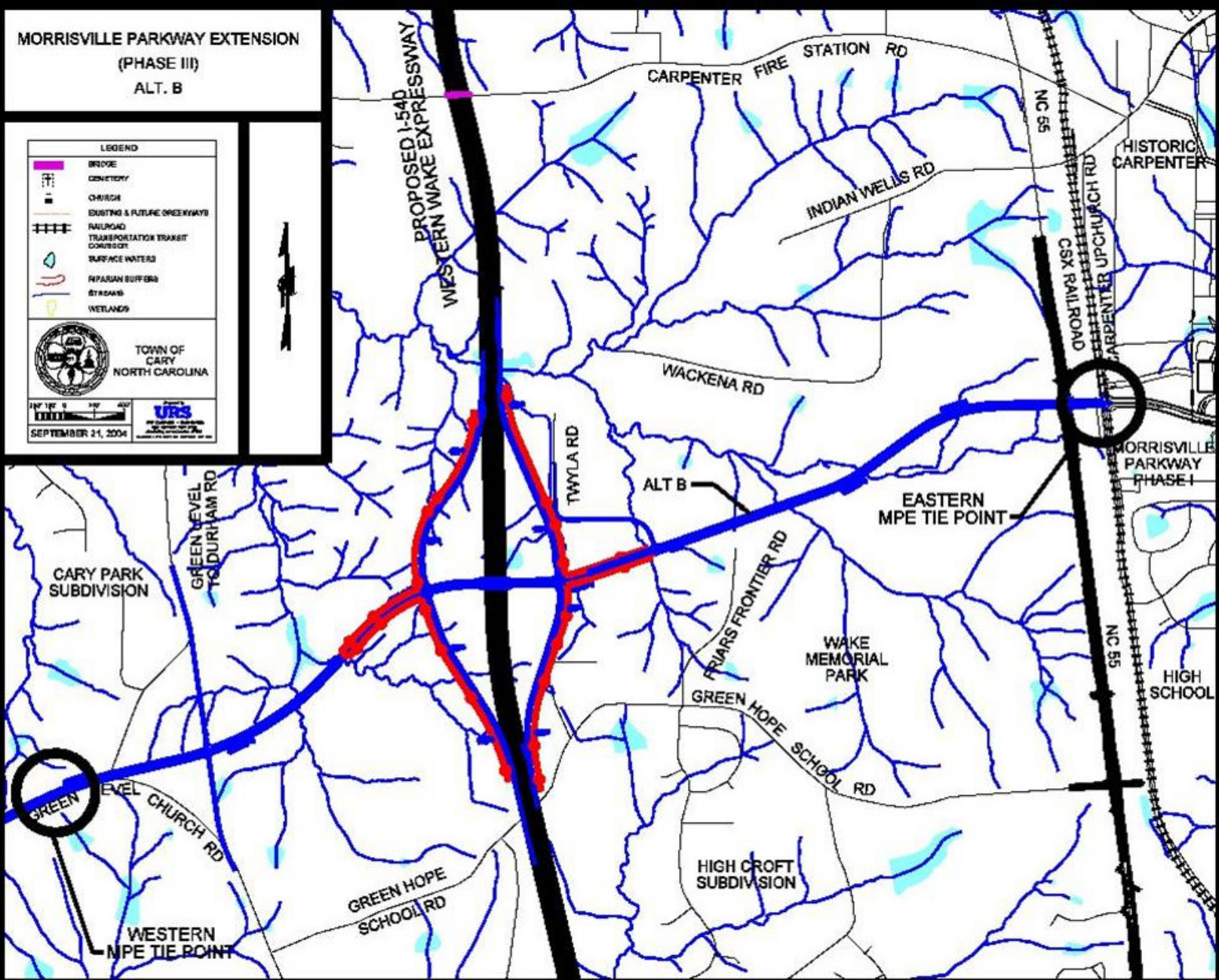
LEGEND	
	BRIDGE
	CENITERY
	CHURCH
	EXISTING & FUTURE OVERWAYS
	RAILROAD
	TRANSPORTATION TRAIL
	CONDUIT
	SURFACE WATER
	RIPARIAN BUFFER
	STRANDS
	WETLANDS



TOWN OF  
CARY  
NORTH CAROLINA



SEPTEMBER 21, 2004



**Preferred Alignment - Alternative B**

Source: Town of Cary Staff Report EN05-067 January 2005

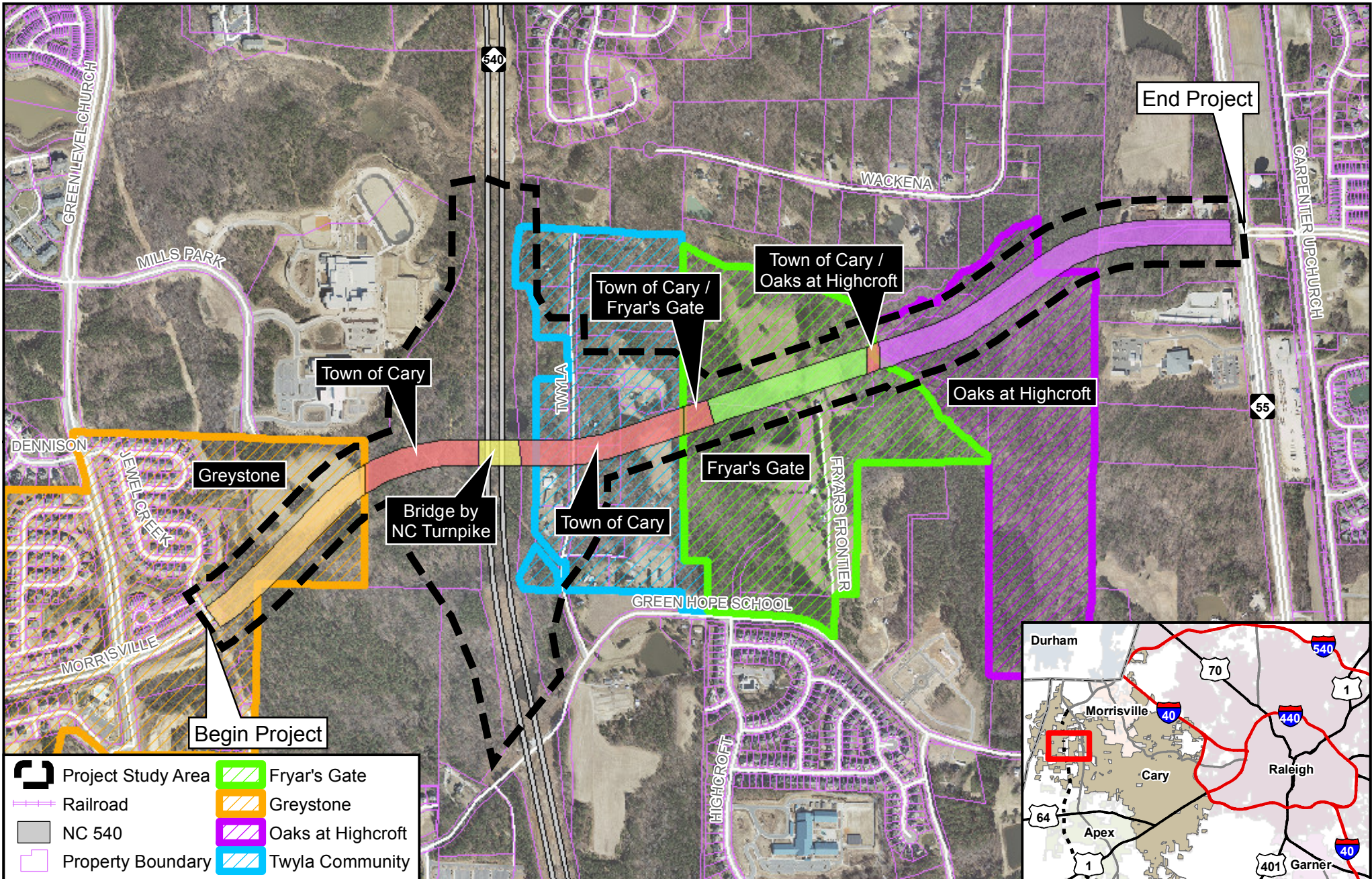
Prepared by: VHB

STIP Project U-5315  
Morrisville Parkway Extension  
Improvements and NC 540 Interchange  
Cary, NC

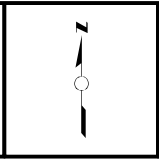
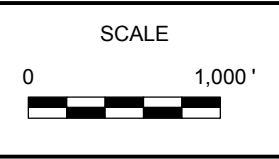
Figure

2





- |                    |                   |
|--------------------|-------------------|
| Project Study Area | Fryar's Gate      |
| Railroad           | Greystone         |
| NC 540             | Oaks at Highcroft |
| Property Boundary  | Twyla Community   |



**Morrisville Parkway Construction - Developer Commitments**

Prepared by: VHB  
Data Sources: Town of Cary, Wake Co Aerials 2010

STIP Project U-5315  
Morrisville Parkway Extension  
Improvements and NC 540 Interchange  
Cary, NC

Figure  
3



**CAMPO LAPP FY 15 ELIGIBILITY REVIEW 12/9/2013 - Roadway Proposals**

TIP Number: U-5315

LastEditedBy: Todd Delk

ProjectName: Morrisville Parkway Extension

ProjectDescription: To construct and complete the final segment of Morrisville Parkway from west of Highcroft Drive to east of Mills Park Drive

PurposeAndNeed: To construct the final segment of Morrisville Parkway and link segments currently under construction across NC 540. The completion of the extension will provide better east-west connectivity in western Cary and set-up future NC 540 interchange project.

ProjectStartPt: Per design plans, Sta 57+00 east of Mills Park Dr.

ProjectEndPt: Per design plans, approximately Sta. 85+00 west of High

SponsoringAgency: Cary

ManagingAgency: Same as Sponsoring Agency

ProjectLocation: Cary

DesignPhase: 0

DesignCost: 1,025,000.00

ROWPhase: 0

ROWCost: 2,200,000.00

ConstructionPhase: 1

ConstructionCost: 6,000,000.00

LocalMatchPercent: 0.5

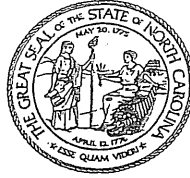
LRTYear: 2020

MunicipalAgrApprov: 12/10/2010

ConsultExplanation: Met with Wally Bowman and John Breedlove (NCTA) to

WorkExplanation: NEPA and design are underway, with EA being submitted in November 2013 and final design wrapping up next summer. The Town has \$2.05 million for ROW acquisition in the current FY budget. Note: 11000 ADT comes from parallel facility Carpenter Fire Station

FFY: 2015



North Carolina Department of Cultural Resources  
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Michael F. Easley, Governor  
Lisbeth C. Evans, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History  
Division of Historical Resources  
David Brook, Director

September 13, 2005

Marvin A. Brown  
URS Corporation  
1600 Perimeter Park Drive, Suite 400  
Morrisville, NC 27560

Re: Reconnaissance – Level Survey Report, Letter Form: Sections A and B of Morrisville Parkway,  
Phase III, NC 55 to Green Level Church Road, Town of Cary, (ST – 1123), Wake County,  
ER05-1875

Dear Mr. Brown:

Thank you for the transmission of your reconnaissance survey concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register:

- ◆ (Resource A) House at 910 Twyla Road, Cary
- ◆ (Resource B) Farm at Green Hope School Road, Cary
- ◆ (Resource C) Batchelor House/House at 7316 Green Hope School Road, Cary
- ◆ (Resource D) Batchelor House/House at 7326 Green Hope Road, Cary

Therefore, we have no further comment on Sections A and B of the project as proposed. The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

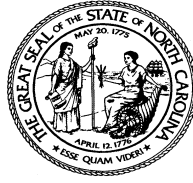
Sincerely,



Peter Sandbeck

cc: Russ Overton, Town of Cary

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-4763/733-8653
RESTORATION	515 N. Blount Street, Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6547/715-4801
SURVEY & PLANNING	515 N. Blount Street, Raleigh, NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919)733-6545/715-4801



**North Carolina Department of Cultural Resources**  
**State Historic Preservation Office**

Ramona M. Bartos, Administrator

Beverly Eaves Perdue, Governor  
Linda A. Carlisle, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History  
Division of Historical Resources  
David Brook, Director

December 29, 2011

Keith Lewis  
Mation/Alexiou/Bryson, PC  
4000 Westchase Boulevard, Suite 350  
Raleigh, NC 27607

Re: Morrisville Parkway Extension, U-5315, Wake County, ER 11-2340

Dear Mr. Lewis:

Thank you for your e-mail of December 6, 2011, concerning the above project.

There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

The western half of this project's Area of Potential Effect (APE), from the project beginning up to and including the proposed interchange with NC 540, was surveyed in 2005 for Phase III of the Morrisville Parkway Extension (Sections A and B). Four properties were identified in this part of the APE; all were determined not eligible for listing in the National Register of Historic Places. Enclosed is a copy of our 2005 letter concurring with this determination. We recommend that no additional architectural survey be conducted in this portion of the APE for this project.

However, the eastern half of this project's APE (Section C) has not been surveyed. We have conducted a search of our maps and files and located the following structures of historical or architectural importance within this portion of the APE:

- ◆ Tom Smith Farm (WA 0981).

The location of this property is available on our GIS website: <http://gis.ncdcr.gov/hpweb/>.

We recommend that an architectural historian identify and evaluate any structures over fifty (50) years of age within the eastern half of the project area, from the interchange with NC 540 to the project end, and report the findings to us.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

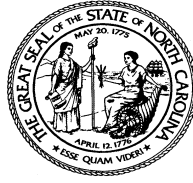
Sincerely,



*for* Ramona M. Bartos

Enclosure

cc: Mary Pope Furr, NC DOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)  
Gary Roth, Wake County Historic Preservation Commission, [groth@cappresinc.org](mailto:groth@cappresinc.org)



**North Carolina Department of Cultural Resources  
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Beverly Eaves Perdue, Governor  
Linda A. Carlisle, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History  
Division of Historical Resources  
David Brook, Director

July 16, 2012

Keith Lewis  
Martin/Alexiou/Bryson, P.C.  
4000 WestChase Boulevard, Suite 530  
Raleigh, NC 27607

Re: Morrisville Parkway Extension, U-5315, Wake County, ER 11-2340

Dear Mr. Lewis:

Thank you for your letter of June 15, 2012, concerning the above project, and for bringing the results of the 2011-2012 Cary Historic Resources Study and Inventory Update to our attention. In light of these results, we retract our earlier recommendation, and instead find that no additional historic architectural survey work is required.

Although, we have not received the final survey materials from the Town of Cary yet, we concur with the recommendations of the survey that, for the purpose of compliance with Section 106 of the National Historic Preservation Act, the following properties are not eligible for listing in the National Register of Historic Places:

- ◆ **Tom Scott Farm** (WA 0981);
- ◆ **House** (WA 7205);
- ◆ **House** (WA 7197); and,
- ◆ **House** (WA 0760).

Therefore, we are aware of no historic resources that would be affected by the project, and we have no comment on the project as proposed.

We urge the Town of Cary to forward the final survey materials to us as soon as possible so that our maps and files can be properly updated and to avoid any future confusion.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

Sincerely,



for Ramona M. Bartos

cc: Todd Delk, Town of Cary, [todd.delk@townofcary.org](mailto:todd.delk@townofcary.org)  
Mary Pope Furr, NC DOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)  
Gary Roth, Wake County Historic Preservation Commission, [groth@cappresinc.org](mailto:groth@cappresinc.org)



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

North Carolina Division

February 4, 2015

310 New Bern Avenue, Suite 410  
Raleigh, NC 27601  
(919) 856-4346  
(919) 747-7030  
<http://www.fhwa.dot.gov/ncdiv/>

In Reply Refer To:  
HDA-NC

Mr. Anthony J. Tata, Secretary  
North Carolina Department of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699-1501

Dear Secretary Tata:

We reviewed the Triangle Area (Capital Area Metropolitan Planning Organization - CAMPO) Transportation Conformity Determination Report for U-5315 A&B Amendment #18 (Morrisville Parkway Extension) for:

- The CAMPO amended FY 2012-2018 Transportation Improvement Program (TIP)

CAMPO made a conformity determination on their amended FY 2012-2018 TIP (the TIP is a direct subset of the 2040 MTP) on the following date:

- January 21, 2015

The FHWA reviewed these documents. We also coordinated our review with the Environmental Protection Agency (EPA) Region 4 and enclosed their comments to this letter.

This conformity determination is for the carbon monoxide and the 1997 8-hour ozone standard. Based on our review and comments provided by the US EPA, we find that the following area conforms to the purpose of the State Implementation Plan (or interim emissions tests, in areas where no State Implementation Plan is approved or found adequate by EPA) in accordance with 40 CFR Part 93:

- CAMPO amended FY 2012-2018 TIP

Sincerely,

For John F. Sullivan, III, P.E.  
Division Administrator

Enclosure



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 4  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA, GEORGIA 30303-8960

January 30, 2015

John F. Sullivan, III, P.E.  
Division Administrator  
North Carolina Division Office  
Federal Highway Administration  
310 New Bern Avenue, Suite 410  
Raleigh, North Carolina 27601

Dear Mr. Sullivan:

Thank you for your letter requesting our review of the transportation conformity determinations for the Fiscal Year (FY) 2012-2018 Transportation Improvement Program (TIP) Amendment 18 for the Capital Area Metropolitan Planning Organization (CAMPO) and the donut portion of Chatham County located in the Raleigh-Durham-Chapel Hill (Triangle), North Carolina maintenance areas. This conformity determination is for the carbon monoxide (CO) and 1997 8-hour ozone standards. We have completed our review, and recommend a finding of conformity for the CO and 1997 8-hour ozone standards for Amendment 18 to the FY 2012-2018 TIP for the Triangle, North Carolina area.

On June 20, 2013, the United States Environmental Protection Agency approved a maintenance plan, known as a "limited maintenance plan," for the Triangle, North Carolina CO maintenance area which is comprised of the entire counties of Durham and Wake. This limited maintenance plan was effective on July 22, 2013, and has a 2015 horizon year. Because of the approved limited maintenance plan, CAMPO no longer has to complete a regional emissions analysis for the CO standard pursuant to 40 CFR 93.109(e). However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply.

On August 15, 1997, July 1, 2004, and subsequently on May 6, 2005, the EPA published revisions related to the criteria and procedures for determining that transportation plans, programs, and projects which are funded or approved under Title 23 U.S.C. or the Federal Transit Act conform with State or Federal air quality implementation plans or the Transportation Conformity Rule (40 Code of Federal Regulations Part 93). These revisions outline the criteria that must be met for the 8-hour ozone and annual PM<sub>2.5</sub> standards. The EPA has reviewed the conformity determination related to the CO and 1997 8-hour ozone standards for Amendment 18 to the FY 2012-2018 TIPs and have concluded that all of the criteria, including those outlined in the July 1, 2004, conformity rule revision entitled, "Transportation Conformity Rule Amendments: Conformity Amendments for New 8-hour Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards, Response to March 1999, Court Decision and Additional Rule Changes," (69 FR 40004) have been met.



Thank you again for the opportunity to review the conformity determinations for Amendment 18 to the FY 2012-2018 TIP for CAMPO and the donut portion of Chatham County located in the Triangle, North Carolina maintenance areas. If you have any questions regarding this letter, please contact Dianna Myers at (404) 562-9207 of the EPA Region 4 staff.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lynorae Benjamin".

Lynorae Benjamin  
Chief

Air Regulatory Management Section

cc: Eddie Dancausse, FHWA NC  
Loretta Barren, FHWA NC  
Heather Hilderbrandt, NCDOT  
Anne Galamb, NC DAQ  
Yvette Taylor, FTA Region 4