

**Morrisville Parkway Extension Improvements and NC 540
Interchange**
From SR 1625 (Green Level Church Road) to NC 55
Town of Cary
Wake County, North Carolina

Federal Aid Project No. STPDA-0503 (19)
NCDOT STIP Project No. U-5315B&C
WBS No. 45429.1.1
Town of Cary Project No. ST1220

ADMINISTRATIVE ACTION
Finding of No Significant Impact

July 2015

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


By the

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

&


The Town of Cary

7/9/15
Date of Approval

FOR 

Richard W. Hancock, PE
Environmental Management Director
Project Development and Environmental Analysis Unit
North Carolina Department of Transportation

7/13/15
Date of Approval

for 

John F. Sullivan, III, PE
Division Administrator
Federal Highway Administration

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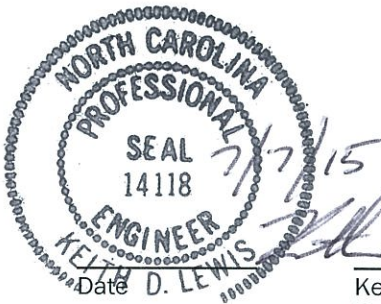
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&
The Town of Cary

Documentation prepared by:
VHB Engineering NC, P.C.
Raleigh, NC



Keith D. Lewis, PE
Project Manager
VHB Engineering NC, P.C.

7/8/15
Date

Laura Cove, PE
Director of Transportation and Facilities
Town of Cary Transportation and Facilities Department

7/9/15
Date

Robert Deaton
Project Development Engineer
NCDOT, Project Development and Environmental Analysis Unit

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Project Commitments

Morrisville Parkway Extension Improvements and NC 540 Interchange

From SR 1625 (Green Level Church Road) to NC 55

Wake County

Federal Aid Project No. STPDA-0503 (19)

WBS No. 45429.1.1

NCDOT STIP Project No. U-5315B&C

Town of Cary Project No. ST1220

1. The Town of Cary will coordinate with NCDOT and the US Army Corps of Engineers (USACE) to determine the point at which traffic demand warrants the widening of the Morrisville Parkway Extension to four lanes (Part C of the proposed action).
2. As part of the final design phase of the project, permit modifications will be obtained from USACE to reconcile the previously permitted impacts with the actual impacts related to the final design. The proposed action's initial phased permit pre-dates the Jordan Riparian Buffer Rules and impacts are allowed as long as there are no changes to the initial approved project. Any modifications to the phased 401 Water Quality Certification that proposed additional impacts or increased impervious surface requiring additional stormwater management may be subject to the Jordan Water Supply Nutrient Strategy (15A NCAC02B.0267). The Town shall coordinate with NCDWR prior to submitting a modification request to determine the applicability of the Jordan Water Supply Nutrient Strategy.
3. The Town of Cary will take a proactive approach to implementing Best Management Practices (BMPs) throughout Project Development and Design, including those of the NC Department of Transportation (NCDOT) and the NC Department of Environment and Natural Resources (NCDENR) to address NCDENR - DWR concerns with potential sediment and erosion impacts from the proposed action. These BMPs will be included in the final design plans, before ROW negotiations begin and will be discussed during the field inspection meeting.
4. The Northern long-eared bat was added to the Federally Protected Species list on April 2, 2015. If this project involves tree clearing (greater than 3 inches in diameter) or structure demolition (bridges, buildings, or box culverts), the Town of Cary will coordinate with NCDOT's Local Programs Management Office and NCDOT's Division 5 Office as soon as possible, so that the appropriate NCDOT staff can coordinate with US Fish and Wildlife Service to ensure Endangered Species Act compliance regarding the northern long-eared bat. For compliance with the USFWS Programmatic Biological Opinion (PBO), the contract administrator for construction must submit to the NCDOT Natural Environment Section (Neil Medlin, Biological Surveys Group Leader) the actual amount of tree clearing that occurred for the project. That information must be sent before the project is completed and should be reported in tenths of acres.

5. The Town of Cary will coordinate with the NC Department of Transportation (NCDOT) to prepare a Design Noise Report during the final design of the Morrisville Parkway Extension's future widening to four lanes (Part C of the proposed action).

Morrisville Parkway Extension Improvements and NC 540 Interchange
From SR 1625 (Green Level Church Road) to NC 55
Wake County
Federal Aid Project No. STPDA-0503 (19)
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Town of Cary Project No. ST1220
Finding of No Significant Impact

I. Description of Proposed 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 will not have any significant impact on the human or natural environment. This FONSI is based on the Environmental Assessment (EA) prepared for the project, which was signed by FHWA and NCDOT on February 27, 2015. The EA was independently evaluated by FHWA and determined to adequately and accurately disclose the environmental issues and impacts of the proposed project. The EA, together with the information contained in this FONSI, including responses to comments on the EA, provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

This project is shown in the current federally approved NCDOT 2012-2020 State Transportation Improvement Program (STIP) as U-5315B&C. The other TIP project associated with Morrisville Parkway is U-5315A, which involves the completion of the 2-lane extension of Morrisville Parkway on a 4-lane right-of-way. A separate Environmental Assessment (EA) and FONSI have been finalized for U-5315A on January 30, 2009 and February 27, 2015, respectively.

Within the STIP, this project is broken into sub-projects for funding and scheduling purposes. U-5315A includes the completion of the Morrisville Parkway Extension between Highcroft Drive and Mills Park Drive in Cary, which is the only segment of the two-lane extension not being completed by private developers. U-5315A is not covered as part of the proposed Action. The proposed Action is assumed to occur in two parts: the construction of an interchange at NC 540 and the Morrisville Parkway Extension (Part B) and the widening of Morrisville Parkway Extension from Green Level Church Road to NC 55 to a four-lane divided roadway (Part C).

The purpose of the proposed Action is focused on providing increased connectivity and access to the regional freeway system by providing a new interchange with NC 540 (Part B). The project would provide Cary travelers better access to NC 540 than the current two interchanges located at the Town's northern and southern limits. The project is also intended to provide additional carrying capacity along Morrisville Parkway Extension once warranted (Part C), as traffic projections indicate that a two-lane road will not be adequate to meet future travel demands.

The ultimate cross-section for the Morrisville Parkway Extension is designated in the Cary Comprehensive Transportation Plan as a four-lane, median-divided facility connecting the existing portions of Morrisville Parkway on either end. Based on previous permitting conditions, the roadway is initially being constructed as a two-lane facility. This initial construction, which is currently underway, is being completed as a joint effort between private developers and the Town of Cary (Part A) and is not part of the proposed Action. The new roadway utilizes the recently constructed two-lane bridge that spans the NC 540 toll road at the crossing location determined by a previously completed alignment study for Morrisville Parkway. Part B would provide for a new interchange at NC 540. Part C would widen the existing two-lane road to the ultimate four-lane, median-divided cross section at the point when traffic demand warrants the additional capacity. Parts B and C are covered by this document.

The project is 1.83 miles in length and includes improvements to the intersections at the termini to be constructed with Part C of the proposed Action.

Preliminary cost estimates were developed based on the preliminary roadway design plans for the two phases of the Build Alternative. The estimated cost, including construction and right-of-way costs, for Part B (interchange only) is \$22.8 million. The estimated construction cost, including structures, for Part C (widening from two lanes to four, and conversion of interchange roundabouts to traffic signals) is \$7.9 million. The right-of-way costs for Part C of the project are assumed to be zero as all needed ROW for the widening would either be acquired by the Town or dedicated by developers during the two-lane Morrisville Parkway Extension project currently under construction or acquired under Part B of this Action.

Per the current STIP (June 2015), Part B of this project is scheduled for construction in FY 2016; however, the start of construction could shift to FY 2017 per the Town's municipal agreement which includes time for ROW acquisition. Construction for Part C is scheduled for future years and is currently unfunded.

II. Build Alternative

The Build Alternative includes the construction of a partial cloverleaf interchange at NC 540 with ramps and loops in the northwest and southeast quadrants. It also includes the widening of the Morrisville Parkway Extension to a four-lane divided roadway between SR 1625 (Green Level Church Road) and NC 55. This alternative would fulfill the elements of the purpose and need for the project by increasing connectivity and providing access to more arterials and a major freeway. It would also increase the carrying capacity of the Morrisville Parkway Extension, once needed. Preliminary designs were prepared for the recommended alternative to help quantify environmental effects of the project.

III. Summary of Environmental Effects

A table summary of these impacts can be found as Table 1 in Appendix A.

Relocations – Five (5) residences would need to be relocated as a result of the construction of the Build Alternative, all attributable to the proposed interchange construction (Project B). Two (2) residences in the interchange area will be relocated with the current construction of Morrisville Parkway Extension (Part A) separate from this proposed Action. No businesses would be relocated.

Farmlands – The project study area is located within the Raleigh Urban Area according to the 2010 US Census. Because the project study area is included in Raleigh’s Urban Area, it is not protected 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 and Historic Resources – The Build Alternative would not impact any archaeological resources or historic properties.

Air Quality – The project is located in Wake County, North Carolina which is a maintenance area for carbon monoxide (CO); thus a dispersion analysis is required to determine the worst case CO level based on predicted travel volumes. The 1-hour CO concentration standard as established by the National Ambient Air Quality Standards is 35 parts per million (ppm). Based on the dispersion modeling results, the 2035 Build Alternative, which includes Part B and Part C 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.

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 action, or ongoing residential development. The remaining nine receptors are located in an existing neighborhood near the western end of the project study area.

The project Traffic Noise Analysis dated September 14, 2012 recommends detailed study and analysis of one potentially feasible and reasonable noise wall east of Green Level Church Road, adjacent to the westbound lanes of Morrisville Parkway. That recommendation is based upon the prediction of Design Year 2035 traffic noise impacts from the final four-lane design of Morrisville Parkway. However, a two-lane section of Morrisville Parkway will be constructed in an interim phase of the project. Inclusive of the increased traffic volumes of the open NC 540 / Morrisville Parkway interchange, an analysis of predicted traffic noise levels of the two-lane interim phase of the project was performed. The technical memo summarizing this analysis is included in Appendix C. The interim two-lane build condition of Morrisville Parkway will not create any traffic noise impacts.

Since traffic noise impacts are not predicted as a result of the interim two-lane construction phase, detailed study and potential provision of traffic noise abatement is not warranted until the final four-lane construction of Morrisville Parkway. A Design Noise Report assessing traffic noise impacts and detailing analysis of traffic noise abatement measures for noise-sensitive locations for which building permits were issued prior to the Date of Public Knowledge shall be completed during the project final design. In accordance with NCDOT Traffic Noise Abatement Policy, the Date of Public Knowledge

for the Morrisville Parkway project is the approval date of this Finding of No Significant Impact (FONSI).

Water Resources – The project study area is located within the Jordan Lake Watershed of the Cape Fear River basin. The project is expected to cross six streams totaling approximately 1,205 linear feet of impacted length (887 feet in Project B, 318 feet in Part C), 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.

The project is expected to impact four wetland areas, totaling approximately 0.29 acre (0.24 acre in Part B, 0.05 acres in Part C), but would not impact any floodplain areas.

Rare and Protected Species – While the study area does contain habitat suitable for one federally protected species, Michaux’s sumac, field studies revealed no presence of the species. Thus, there will be No Effect on Michaux’s sumac and no impacts to any other protected species due to the implementation of this project.

However, since approval of the Environmental Assessment for the proposed Action, USFWS is now protecting the northern long-eared bat (NLEB) under the Endangered Species Act because of strongly declining populations, largely because of white-nose syndrome, a disease that is severely affecting this species. A proposal to list this bat as endangered was submitted by USFWS on October 2, 2013, and the bat gained Federal protection when it was officially listed as a Threatened species under the Endangered Species Act on April 2, 2015.

The USFWS has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the NLEB in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program in Divisions 1-8 is “May Affect, Likely to Adversely Affect.” The PBO will provide incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Wake County, where the project is located.

Preliminary Cost Estimate – Preliminary cost estimates were developed based on the preliminary roadway design plans for the two phases of the Build Alternative. The estimated cost, including construction and right-of-way costs, for Part B (interchange only) is \$22.8 million. The estimated construction cost, including structures, for Part C (widening from two lanes to four, and conversion of interchange roundabouts to traffic signals) is \$7.9 million. The right-of-way costs for Part C of the project are assumed to be zero as all needed ROW for the widening would either be acquired by the Town or dedicated by developers during the two-lane Morrisville Parkway Extension project currently under construction or acquired under Part B of this Action.

Community Effects – 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.

Western Cary has been growing quickly, and the Town has developed growth and land use plans to guide this growth. The Town 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 such, the Twyla Road residents have chosen to remain a residential neighborhood to this point; however, recently, the neighborhood has formed an LLC with intentions of redeveloping the existing neighborhood in the future.

The proposed Action includes provisions for a multi-use path along one side of the roadway and a sidewalk along the other side to remain consistent with the Town's plans for greenways and adequate sidewalk facilities.

Land Use – The proposed Action would provide an opportunity for limited mixed-use and commercial development near the proposed NC 540/Morrisville Parkway Extension interchange within a neighborhood activity center, as planned for in the Town Land Use Plan and the Northwest and Southwest Area Plans. The proposed Action would also increase access and mobility options for the planned residential developments within the project's vicinity.

Indirect and Cumulative Effects – Western Cary has experienced rapid growth in recent years, and the Town 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 a new transportation link and a land use node that will reduce travel times, change travel patterns, and expose properties to greater traffic volumes; however, the proposed project is consistent with surrounding development, long planned by the Town.

These effects are typical to the western Cary area over the past decade, and have been set into motion by the recent completion of the Western Wake Freeway (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 interchange has already begun and property owners support the construction of the interchange and complementary infrastructure.

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.

IV. Coordination and Comments

The Environmental Assessment was approved on February 27, 2015 by FHWA and NCDOT. Copies of the approved EA were made available for public review at the Town of Cary Transportation and Facilities Department. An electronic copy of the EA was also

posted on the Town's project website. The approved EA was circulated to the following federal, state, and local agencies for review and comment.

Federal Agencies

Federal Highway Administration (FHWA)

State/Regional Agencies

North Carolina Department of Transportation (NCDOT) PDEA Unit

North Carolina Department of Transportation (NCDOT) Roadway Design Unit

North Carolina Department of Transportation (NCDOT) Human Environment Section

North Carolina Department of Transportation (NCDOT) Division 5

Clearinghouses

North Carolina State Publications Clearinghouse

North Carolina State Environmental Review Clearinghouse

The North Carolina State Environmental Review Clearinghouse provided a comment package, which can be found in Appendix C. There were no project specific comments provided, with the exception of two comments from the Transportation Permitting Unit of the North Carolina Department of Environment and Natural Resources (NCDENR). These comments were related to BMPs for sediment control as well as applicability of Jordan Lake buffer rules. Responses to both comments were incorporated into revised language of the project commitment sheet, as included in this FONSI. No other agency comments were received.

One comment from the general public was received during the review period. The citizen inquired about the building of a noise abatement barrier along Morrisville Parkway at the western end of the project. This location was identified in the EA, per a Traffic Noise Analysis (TNA) as a reasonable and feasible location for a noise wall as outlined in NCDOT's guidelines. FHWA and NCDOT have reviewed the TNA recommendation of evaluating this barrier in a Design Noise Report (DNR) as part of the final design process for the Proposed Action. Those agencies dictate that the DNR to further evaluate abatement measures are to be included in the final design of the ultimate four-lane widening of the project (Part C), but are not required in conjunction with the interchange design (Part B). Technical analysis supporting this decision can be found in Appendix C.

A public hearing was held as part of the November 5, 2013 workshop. As summarized in the EA, the majority of comments focused on the phasing, schedule, and funding associated with the project. There were many individuals who favored the project, as well as those that opposed the project for what they felt were traffic and noise concerns. Town staff explained the benefits to traffic operations in the area and discussed the traffic noise analysis results.

Additional coordination was ongoing during this project in conjunction with U-5315A, for which there was a USACE prepared Environmental Assessment (EA) and NCDOT prepared/FHWA approved FONSI.

V. Revisions to the Environmental Assessment

There are no revisions to the EA per the received comments or changes to the project impacts since initial approval of the EA.

VI. Basis for Finding of No Significant Impact

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

VII. Contact Information

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

Federal Highway Administration

Mr. John F. Sullivan III, P.E.

Division Administrator

Federal Highway Administration

310 New Bern Avenue, Suite 410

Raleigh, North Carolina 27601-1418

Telephone: (919) 856-4346

North Carolina Department of Transportation

Richard W. Hancock, PE

Manager, Project Development and Environmental Analysis Unit

North Carolina Department of Transportation

1000 Birch Ridge Drive

Raleigh, North Carolina 27610

Telephone: (919) 707-6000

APPENDIX A

TABLES

Table 1 Summary of Impacts for Build Alternative

Impact ¹	Build Alternative	
	Part B - Interchange	Part C - Widening
Length (miles)	1.29 ²	1.83
Bridges over Streams (#)	0	0
Major Culvert Crossings >72" (#)	0	5
Stream Crossings (#/length in ft)	1/887	6/318
Wetlands (#/acres)	2/0.24	2/0.05
100-year Floodplain (acres)	0	0
Water Supply Critical Areas (Y/N)	N	N
Prime Farmlands (acres)	0	0
VADs and EVADs (Y/N)	N	N
Significant Natural Heritage Areas (Y/N)	N	N
Known Habitat of Federally Listed Threatened and Endangered Species (#/type)	1/Michaux's sumac	1/Michaux's sumac
Presence of Federally Listed Threatened and Endangered Species (Y/N)	N	N
Historic Properties (#)	N	N
Section 6(f) Properties (Y/N)	N	N
Archaeological Sites (#)	0	0
Parks (#/acres)	0/0	0/0
Wildlife Refuge and Gamelands (Y/N)	N	N
Federal Lands (Y/N)	N	N
Greenway Crossings (#)	0	0
Potential Section 4(f) Impacts (Y/N)	N	N
Residential Relocations	5	0
Business Relocations	0	0
Low Income/Minority Populations (Y/N)	N	N
Limited English Proficiency (LEP) Populations Present (Y/N)	N	N
Schools (#)	0	0
Churches (#)	0	0
Cemeteries (#)	0	0
Railroad Crossings (#)	0	0
Major Utility Impacts (#) ³	0	0
Noise (# impacted receptors)	n/a ⁴	9 ⁴
Air Quality (Y/N)	N	N
Hazardous Material Sites (#/severity)	0	0
Estimated Construction Cost	\$18,800,000	\$7,900,000
Estimated Right-of-Way Cost	\$4,000,000	\$0
Total Cost	\$22,800,000	\$7,900,000

1. All impacts based on preliminary design slope stakes plus 25 feet

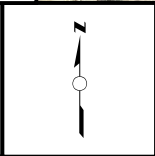
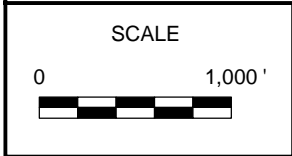
2. Total interchange length accounts for the combined length of all loops and ramps

3. There are overhead utility lines within the project right-of-way; however, the project will not directly impact this utility

4. There are 14 receptors that are impacted in the Build Scenario; five of those impacts are not included in the total as they are expected to be property relocations due to the interchange or ongoing residential development.

APPENDIX B

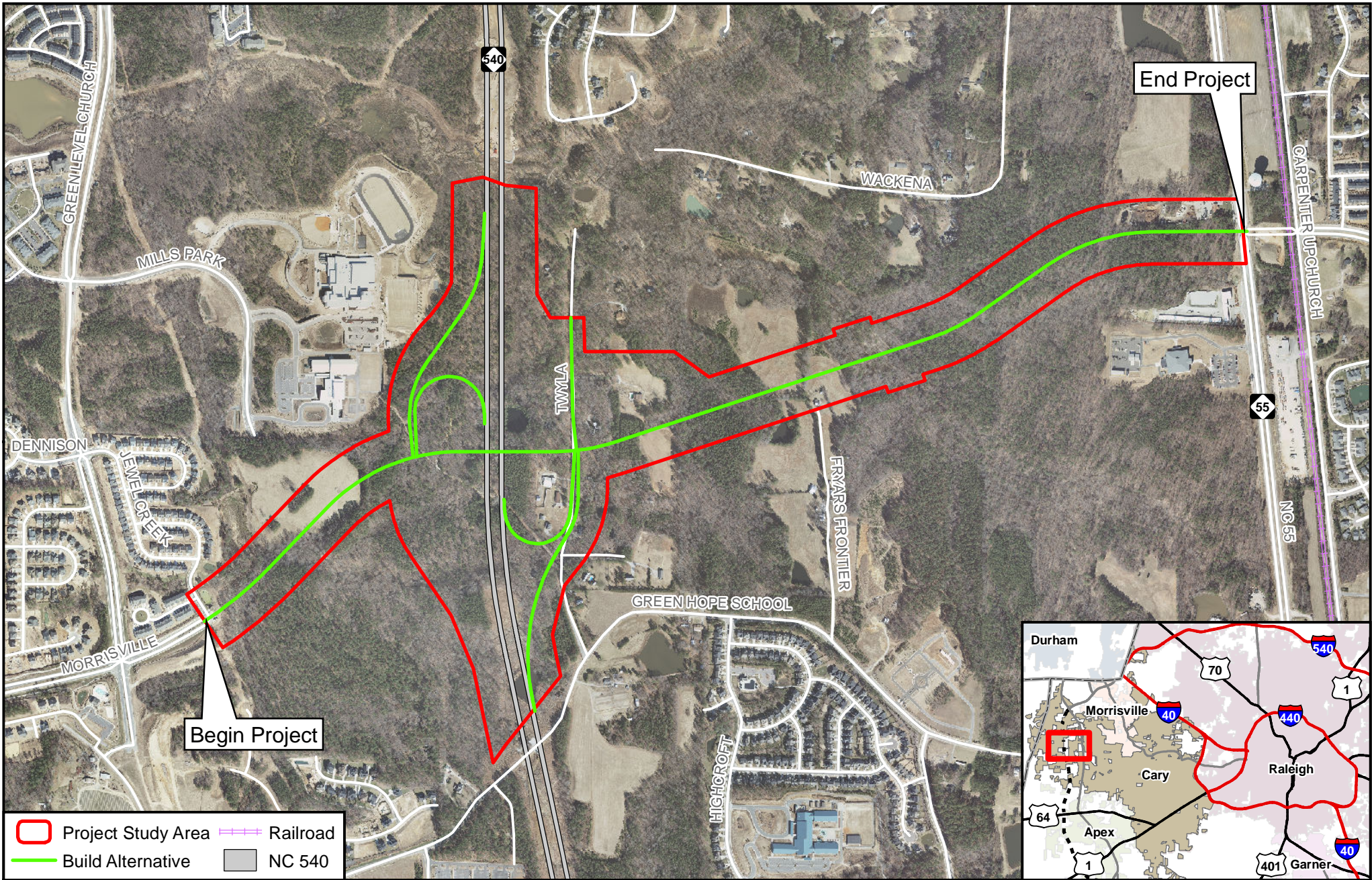
FIGURES



Project Vicinity Map

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



- Project Study Area
- Build Alternative
- Railroad
- NC 540

SCALE



Build Alternative

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

2

APPENDIX C

CORRESPONDENCE

April 17, 2015

Mr. Greg Smith, LG, PE
Traffic Noise & Air Quality Group Leader
North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, NC 27699-1598

Reference: **U-5315 / Morrisville Parkway
Wake County
Two-Lane Build Condition Traffic Noise Level and Impact Assessment**

Dear Mr. Smith:

The Traffic Noise Analysis dated September 14, 2012 for the above-referenced subject project recommends detailed study and analysis of one potentially feasible and reasonable noise abatement measure east of Green Level Church Road, adjacent to the westbound lanes of Morrisville Parkway.

The build-condition assessed in the Traffic Noise Analysis was the final four-lane design of Morrisville Parkway (two travel lanes in each direction). However, the present construction phase of Morrisville Parkway is only a two-lane section (one travel lane in each direction). The Environmental Assessment states "*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.*" However, the present construction phase is not the 'final design' assessed in the Traffic Noise Analysis or referenced in the Environmental Analysis.

Furthermore, RK&K has evaluated 2015 build-condition traffic noise levels of the two-lane configuration for the 18 first-row receptors adjacent to Morrisville Parkway. Our evaluation includes the increased traffic volumes of the open NC 540 / Morrisville Parkway interchange. The result of our evaluation is that the Morrisville Parkway two-lane build condition will not create any traffic noise impacts. Please refer to the study area figure and the table of predicted loudest-hourly equivalent noise levels below, and the corresponding Traffic Noise Model (attached).

We hope this information is helpful with respect to discussions regarding noise abatement on the subject project. Please call if you have any questions or require additional information.

Sincerely,
RUMMEL, KLEPPER & KAHL, LLP



Joseph Rauseo
Senior Acoustical Engineer

JAR

cc: KH, SER, HFV, KL, LT, AT

m:\projects\2011\11050_cary_mpkwyint\design\noise\admin\U5315_cary_mpkwyint_ncdot_noise_memo_150417.docx

Figure 1: Traffic Noise Interim Evaluation Area Morrisville Parkway East of Green Level Church Road

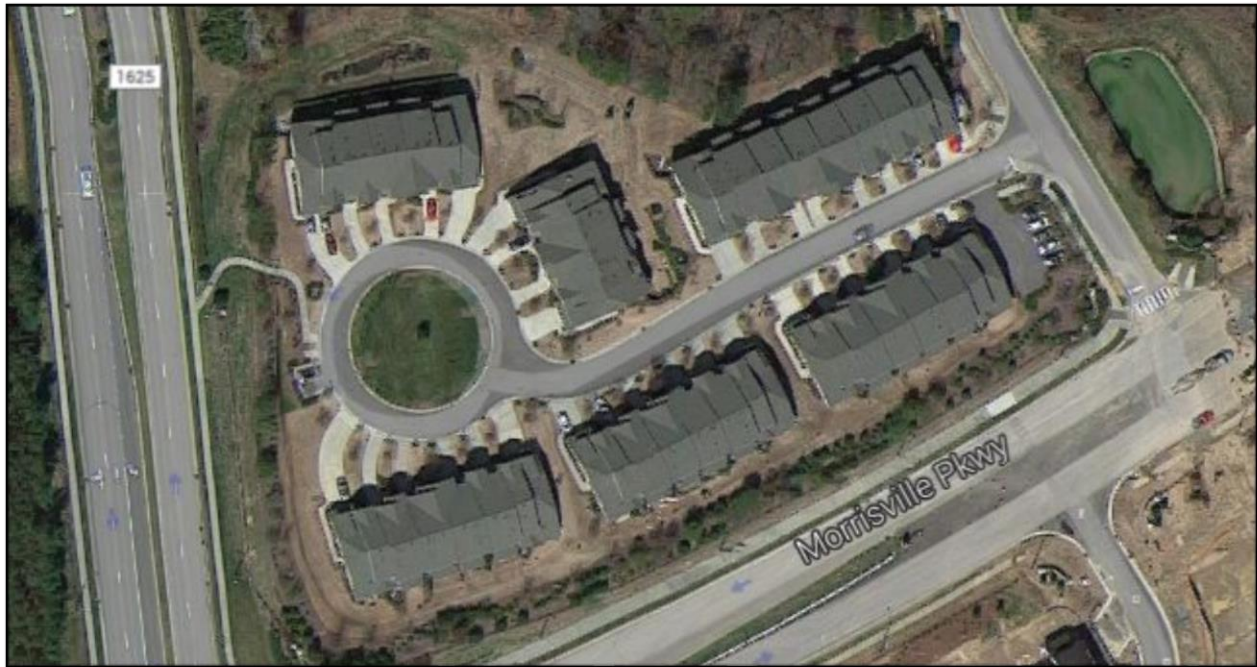


Table 1: Predicted Loudest Hourly Equivalent Noise Levels ($L_{eq(h)}$, dB(A)):
Morrisville Parkway East of Green Level Church Road

Receptor	Existing ¹	Build ²	Increase
(140)-1080 INDIGO RIDGE PL	56	56	0
(141)-1082 INDIGO RIDGE PL	56	56	0
(142)-1084 INDIGO RIDGE PL	56	57	1
(143)-1086 INDIGO RIDGE PL	56	56	0
(144)-1088 INDIGO RIDGE PL	56	56	0
(145)-1090 INDIGO RIDGE PL	56	59	3
(146)-1029 INDIGO RIDGE PL	56	60	4
(147)-1027 INDIGO RIDGE PL	56	60	4
(148)-1025 INDIGO RIDGE PL	56	61	5
(149)-1023 INDIGO RIDGE PL	56	62	6
(150)-1021 INDIGO RIDGE PL	56	63	7
(151)-1019 INDIGO RIDGE PL	56	64	8
(152)-1015 INDIGO RIDGE PL	53	63	10
(153)-1013 INDIGO RIDGE PL	53	63	10
(154)-1011 INDIGO RIDGE PL	53	63	10
(155)-1009 INDIGO RIDGE PL	53	63	10
(156)-1007 INDIGO RIDGE PL	53	64	11
(157)-1005 INDIGO RIDGE PL	53	64	11

1. From Traffic Noise Analysis dated September 14, 2012.

2. Build = two-lane Morrisville Parkway, with NC 540 interchange open.



North Carolina Department of Administration

Pat McCrory, Governor

Bill Daughtride, Jr., Secretary

May 5, 2015

Mr. Bob Deaton
North Carolina Department of Transportation
Project Development & Environmental Analysis
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Re: SCH File # 15-E-0000-0534; EA/FONSI; Proposed project is for the Morrisville Parkway Extension from NC 55 westward to Green Level Church Road. TIP U-5315A

Dear Mr. Deaton:

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

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

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

Sincerely,

A handwritten signature in black ink that reads "Crystal Best".

Crystal Best

State Environmental Review Clearinghouse

Attachments

cc: Region J

Mailing Address:
1301 Mail Service Center
Raleigh, NC 27699-1301

Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail state.clearinghouse@doa.nc.gov

Location Address:
116 West Jones Street
Raleigh, North Carolina




North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

Donald R. van der Vaart
Secretary

MEMORANDUM

TO: Crystal Best
State Clearinghouse

FROM: Lyn Hardison 
Division of Environmental Assistance and Customer Service
Permit Assistance & Project Review Coordinator

RE: 15-0534
Environmental Assessment/Finding of No Significant Impact
Proposed project is for the Morrisville Parkway Extension from NC55 westward to Green
Level Church Road – TIP U-5315A
Wake County

Date: May 5, 2015

The Department of Environment and Natural Resources has completed its review of the proposal for the referenced project. The comments are attached for the applicant's consideration.

The Department will continue to work with the agencies during the NEPA Merger Process.

Thank you for the opportunity to respond.

Attachments



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

Donald R. van der Vaart
Secretary

April 23, 2015

MEMORANDUM

To: Lyn Hardison, Environmental Coordinator, Office of Legislative and Intergovernmental Affairs

From: Rob Ridings, Division of Water Resources, Transportation Permitting Unit

Subject: Comments on the Finding of No Significant Impact related to proposed Morrisville Parkway Extension from NC 55 to Green Level Road, Wake County, Federal Aid Project No. STPDA-0503(19), State Project No. 45429.1.1, TIP U-5315A, Town of Cary Project No. ST1220, State Clearinghouse Project No. 15-0534.

This office has reviewed the referenced document received April 7, 2015. The NC Division of Water Resources (NCDWR) is responsible for the issuance of the Section 401 Water Quality Certification for activities that impact Waters of the U.S., including wetlands. It is our understanding that the project as presented will result in impacts to jurisdictional wetlands, streams, and other surface waters. The NCDWR offers the following comments based on review of the aforementioned document:

Project Specific Comments:

1. Panther Creek and its tributaries are class WS-IV, NSW waters of the State. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDWR recommends that highly protective sediment and erosion control BMPs be implemented to reduce the risk of nutrient runoff to these streams. Additionally, to meet the requirements of NCDOT's NPDES permit NCS0000250 the NCDWR requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual.
2. This project is within the Jordan Lake Basin. However this project's initial phased permit pre-dates the Jordan Riparian Buffer Rules and impacts are allowed as long as there are no changes to the initial approved project. Any modifications to the phased 401 Water Quality Certification that propose additional stream impacts or increased impervious surface requiring additional stormwater management may be subject the Jordan Water Supply Nutrient Strategy (15A NCAC02B .0267). The applicant shall coordinate with the NCDWR prior to submitting a modification request to determine the applicability of the Jordan Water Supply Nutrient Strategy.

General Comments:

3. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental

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documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.

6. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. To meet the requirements of NCDOT's NPDES permit NCS0000250 [], these alternatives should include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual, which includes BMPs such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
4. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the applicant is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available to assist with wetland mitigation.
5. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 150 linear feet to any single stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available to assist with stream mitigation.
6. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
7. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The applicant shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
8. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Resources Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
9. The applicant is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
10. Where streams must be crossed, the NCDWR prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the applicant should not install the bridge bents in the creek, to the maximum extent practicable.
11. Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
15. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. To meet the requirements of NCDOT's NPDES permit NCS0000250, please

refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.

12. Sediment and erosion control measures should not be placed in wetlands or streams.
13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
15. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the applicant and written concurrence from the NCDWR. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.
19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3883/Nationwide Permit No. 6 for Survey Activities.
21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.

22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of the NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

The NCDWR appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact Rob Ridings at 919-707-8786.

Electronic copy only distribution:

David Shaeffer, US Army Corps of Engineers, Raleigh Field Office
File Copy



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

Donald R. van der Vaart
Secretary

MEMORANDUM

TO: Linda Culpepper, Division Director through Kathleen Lance

FROM: Dennis Shackelford, Eastern District Supervisor
Solid Waste Section

DATE: April 27, 2015

SUBJECT: NEPA Review: Project #15-0534 Wake County
Morrisville Parkway Extension - TIP U 5315A

Digitally signed by Dennis
Shackelford
DN: cn=Dennis Shackelford,
o=Division of Waste Management
- Solid Waste Section, ou=DENR,
email=dennis.shackelford@ncden
r.gov, c=US
Date: 2015.04.27 08:25:57 -0400

Dennis Shackelford

The Division of Waste Management, Solid Waste Section (Division) has reviewed the proposed project for the Morrisville Parkway Extension from NC 55 westward to Green Level Church Road. The Division has seen no adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project.

During construction the North Carolina Department of Transportation (NCDOT) should make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility permitted by the Division. The Division strongly recommends that the NCDOT require all Contractors to provide proof of proper disposal for all waste generated. Eight Permitted Facilities in Wake County are as follows: 9226-CDLF-2001, 9227-TRANSFER-2012, 9228-CDLF-2001, 9229T-TRANSFER-2009, 9230-CDLF-2000, 9231-CDLF-2012, 9234-TRANSFER-2012 and 9237T-TRANSFER-2010. Additional permitted facilities are listed on the Division of Waste Management, Solid Waste Section portal site at: <http://portal.ncdenr.org/web/wm/sw/facilitylist>.

Questions regarding solid waste management should be directed to Dennis Shackelford, Eastern District Supervisor, Solid Waste Section, at (910-433-3349).

cc: Jason Watkins, Field Operations Branch Head
Jessica Montie, Compliance Officer

Fayetteville Regional Office

225 Green Street, Suite 714, Fayetteville, North Carolina 28301-5095
Main Phone: 910-433-3300 \ Internet: <http://www.ncdenr.gov>
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North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

Donald R. van der Vaart
Secretary

April 24, 2015

To: Linda Culpepper, Director
Division of Waste Management

Through: Mike Williford, Head, Compliance Branch
Hazardous Waste Section *MW*

From: Jenny Patterson, Eastern Region Supervisor, Compliance Branch
Hazardous Waste Section *Jenny Patterson*

Subject: Hazardous Waste Section Comments on Morrisville Parkway Extension Improvements
(Wake County)
Project Number: 15-0534

The Hazardous Waste Section (HWS) has reviewed the subject **Environmental Assessment** and Finding of No Significant Impact (FONSI) for the proposed project which consists of the widening of the Morrisville Parkway Extension, which is currently under construction by private developers, between SR 1625 (Green Level Church Road) and NC 55 in Wake County, and also includes constructing an interchange with NC 540.

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

There are no active hazardous waste generators located within the proposed project route.

This review does not preclude the possibility of historical waste management activities at this site that may have contributed to contamination unknown to this office.

Should any questions arise, please contact me at 336-767-0031.



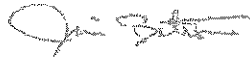
North Carolina Department of Environment and Natural Resources


Pat McCrory
Governor

Donald R. van der Vaart
Secretary

Date: April 20, 2015

To: Linda Culpepper, Director
Division of Waste Management

Through: Jim Bateson, Superfund Section Chief 

From: Pete Doorn, Special Remediation Branch Head 

Subject: NEPA Project #15-0534, Proposed Morrisville Parkway Extension Improvements, Cary, Wake County, North Carolina

The Superfund Section has reviewed the proximity of CERCLIS and other sites under their jurisdiction to the proposed Morrisville Parkway Extension Improvements project. The project includes widening the Morrisville Parkway Extension which is currently under construction, and constructing an interchange with NC 540. The improvements are intended to provide additional carrying capacity and enhanced connectivity and access to the regional freeway system by providing a new interchange with NC 540.

Two sites were identified within an approximate 1-mile radius of the proposed project as noted on the attached map and in the table below. Due to the nature of the project and the distances to the sites, it is not anticipated that the identified sites will impact the project or vice versa. If needed, Superfund Section files can be viewed at: <http://portal.ncdenr.org/web/wm/sf-file-records>.

Please contact me at 919.707.8369 if you have any questions.

Site Name	ID #	Status
Hilliard Forest	NONCD0002290	Open case on the Inactive Hazardous Sites Inventory
Town of Cary Public Works Facility	15005-11-92	Property with a Brownfields Agreement

State of North Carolina
 Department of Environment and Natural Resources
 INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

Reviewing Office: RRO

Project Number 15-0534 Due Date: 4/27/2015
 County Wake

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

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

County <u>Wake</u>		Project Number: <u>15-0534</u>	Due Date: <u>4/27/2015</u>	Normal Process Time (statutory time limit)
PERMITS		SPECIAL APPLICATION PROCEDURES or REQUIREMENTS		
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with ENR running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to ENR rules and regulations.		10 days N/A
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with ENR at least 10 days prior to issue of permit. Application by letter. No standard application form.		10 days N/A
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.		15-20 days N/A
<input type="checkbox"/>	401 Water Quality Certification	N/A		60 days (130 days)
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 fee must accompany application		55 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$50.00 fee must accompany application		22 days (25 days)
<input type="checkbox"/>	Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, NC 27611			
<input checked="" type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A, Subchapter 2C.0100.			
<input checked="" type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.			
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.			45 days (N/A)
<input type="checkbox"/>	Catawba, Jordan Lake, Randahman, Tar Pamlico or Neuse Riparian Buffer Rules required.			
<input checked="" type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq. Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.			30 days
<input checked="" type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.			30 days

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

Division	Initials	No comment	Comments	Date Review
DAQ	ddm	<input type="checkbox"/>		4/14/15
DWR-WQROS (Aquifer & Surface)	ds rb	<input type="checkbox"/> <input type="checkbox"/>	see comments	4/25/15 4/28/15
DWR-PWS	wah	<input type="checkbox"/>	See last two checked boxes	4/17/15
DEMLR (LQ & SW)	JLH	<input type="checkbox"/>	S&E is addressed generally, and recognized as a critical piece of the development picture for this project. No further comments appear necessary at this time.	4/24/15
DWM - UST	MRP	<input type="checkbox"/>	Notify the UST Section - Raleigh Regional Office if petroleum-contaminated soil or groundwater is encountered.	4/23/15

REGIONAL OFFICES

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

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

Mooresville Regional Office
610 East Center Avenue, Suite 301
Mooresville, NC 28115
(704) 663-1699

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

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

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

Winston-Salem Regional Office
450 West Hanes Mill Road, Suite 300
Winston-Salem, NC 27105
(336) 771-9800

Washington Regional Office
943 Washington Square Mall
Washington, NC 27889

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

Rupal Desai

COUNTY: WAKE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 15-E-0000-0534
DATE RECEIVED: 04/01/2015
AGENCY RESPONSE: 04/27/2015
REVIEW CLOSED: 05/01/2015

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



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DEPT OF CULTURAL RESOURCES
DEPT OF TRANSPORTATION
TRIANGLE J COG

PROJECT INFORMATION

APPLICANT: NCDOT

TYPE: National Environmental Policy Act
Environmental Assessment/Finding of No Significant Impact

DESC: Proposed project is for the Morrisville Parkway Extension from NC 55 westward to Green Level Church Road. TIP U-5315A

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

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

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

SIGNED BY: _____

Rupal

DATE: _____

4/14/15



NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: WAKE

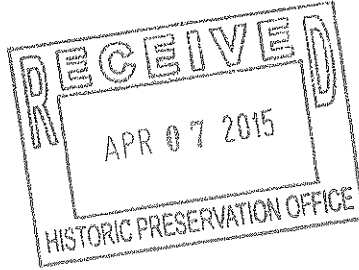
F02: HIGHWAYS AND ROADS

STATE NUMBER: 15-E-0000-0534

DATE RECEIVED: 04/01/2015

AGENCY RESPONSE: 04/27/2015

REVIEW CLOSED: 05/01/2015



MS RENEE GLEDHILL-EARLEY
CLEARINGHOUSE COORDINATOR
DEPT OF CULTURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE
MSC 4617 - ARCHIVES BUILDING
RALEIGH NC

ER 11-2340

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H-Dee

PROJECT INFORMATION

APPLICANT: NCDOT
TYPE: National Environmental Policy Act
Environmental Assessment/Finding of No Significant Impact

Due 4/24/15

DESC: Proposed project is for the Morrisville Parkway Extension from NC 55 westward to Green Level Church Road. TIP U-5315A

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

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

SIGNED BY: *Renee Gledhill-Earley*

DATE: *4.7.15*



NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: WAKE

F02: HIGHWAYS AND ROADS

STATE NUMBER: 15-E-0000-0534
DATE RECEIVED: 04/01/2015
AGENCY RESPONSE: 04/27/2015
REVIEW CLOSED: 05/01/2015

MS CAROLYN PENNY
CLEARINGHOUSE COORDINATOR
CC&PS - DIV OF EMERGENCY MANAGEMENT
FLOODPLAIN MANAGEMENT PROGRAM
MSC # 4719
RALEIGH NC

APR - 7 2015

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PROJECT INFORMATION

APPLICANT: NCDOT

TYPE: National Environmental Policy Act
Environmental Assessment/Finding of No Significant Impact

DESC: Proposed project is for the Morrisville Parkway Extension from NC 55 westward to Green Level Church Road. TIP U-5315A

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

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

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

SIGNED BY:

John D. Benbaker

DATE: 15 April 2015

No SFHA IMPACTS.

