

CATEGORICAL EXCLUSION ACTION CLASSIFICATION FORM

TIP Project No.	<u>U-5806</u>
W.B.S. No.	<u>44378.1.D1</u>
Federal Project No.	<u>N/A</u>

A. Project Description:

This project proposes to construct a grade separated flyover from westbound Concord Mills Boulevard turning southbound into the eastern entrance (Kings Grant Pavilion) at Concord Mills. Figure 1 shows the project vicinity.

The project length is approximately 1,900 feet along Concord Mills Boulevard and 500 feet along Kings Grant Pavilion, with a proposed bridge length of approximately 325 feet. The flyover will include two 12-foot lanes with a 4-foot outside offset and an 8-foot inside offset. Preliminary designs include a crosswalk under the flyover ramp to improve access for pedestrians crossing Concord Mills Boulevard at the Kings Grant Pavilion intersection. Figure 2 shows the preliminary project design.

This project will modify traffic movements along the corridor. In addition to the free-flow left turn from Concord Mills Boulevard into Kings Grant Pavilion, the southbound through movement and eastbound right turn movement will no longer be allowed at that intersection. Drivers currently making these movements will access the mall via the other two Concord Mills entrances. At the Kings Grant Pavilion/mall loop road intersection, the southbound right turn lane will be a free flow movement. An additional westbound left-turn lane will be added at the Concord Mills Boulevard/Bexley Way intersection, approximately 900 feet west of Kings Grant Pavilion.

These changes are anticipated to decrease the delay for vehicles entering the Concord Mills parking lots, for those traveling through the Concord Mills Boulevard/Kings Grant Pavilion intersection, and for those traveling on Concord Mills Boulevard overall.

There will be a temporary reduction in access during construction, as visitors and employees will be able to use only two access driveways from Concord Mills Boulevard rather than three.

B. Purpose and Need:

The need for the proposed grade separation is to reduce delay and congestion on Concord Mills Boulevard adjacent to Concord Mills.

The Kings Grant Pavilion entrance and adjoining street network currently experiences a high level of congestion in peak periods. The area immediately surrounding Concord Mills has experienced multiple residential, commercial, and

retail developments in recent years. Concord Mills is a popular regional destination, attracting a large number of vehicular trips. Based on future traffic projections, traffic in this corridor is expected to continue to grow, and queues from this intersection are anticipated to extend to the I-85 ramps.

The purpose for the proposed grade separation is to improve traffic operations at the Concord Mills Boulevard/Kings Grant Pavilion intersection and along Concord Mills Boulevard. The flyover will eliminate left-turn conflicts, decrease delay, and reduce queues.

C. Proposed Improvements:

Circle one or more of the following Type II improvements which apply to the project:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
 - a. Restoring, Resurfacing, Rehabilitating, and Reconstructing pavement (3R and 4R improvements)
 - b. Widening roadway and shoulders without adding through lanes
 - c. Modernizing gore treatments
 - d. Constructing lane improvements (merge, auxiliary, and turn lanes)
 - e. Adding shoulder drains
 - f. Replacing and rehabilitating culverts, inlets, and drainage pipes, including safety treatments
 - g. Providing driveway pipes
 - h. Performing minor bridge widening (less than one through lane)
 - i. Slide Stabilization
 - j. Structural BMP's for water quality improvement

2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
 - a. Installing ramp metering devices
 - b. Installing lights
 - c. Adding or upgrading guardrail
 - d. Installing safety barriers including Jersey type barriers and pier protection
 - e. Installing or replacing impact attenuators
 - f. Upgrading medians including adding or upgrading median barriers
 - g. Improving intersections including relocation and/or realignment
 - h. Making minor roadway realignment
 - i. Channelizing traffic
 - j. Performing clear zone safety improvements including removing hazards and flattening slopes

- k. Implementing traffic aid systems, signals, and motorist aid
 - l. Installing bridge safety hardware including bridge rail retrofit
- 3. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
 - a. Rehabilitating, reconstructing, or replacing bridge approach slabs
 - b. Rehabilitating or replacing bridge decks
 - c. Rehabilitating bridges including painting (no red lead paint), scour repair, fender systems, and minor structural improvements
 - d. Replacing a bridge (structure and/or fill)
- 4. Transportation corridor fringe parking facilities.
- 5. Construction of new truck weigh stations or rest areas.
- 6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
- 7. Approvals for changes in access control.
- 8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
- 9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
- 10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
- 11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
- 12. Acquisition of land for hardship or protective purposes, advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only

where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

- 13. Acquisition and construction of wetland, stream and endangered species mitigation sites.
- 14. Remedial activities involving the removal, treatment or monitoring of soil or groundwater contamination pursuant to state or federal remediation guidelines.

D. Special Project Information:

The estimated costs, based on 2015 prices, are as follows:

Structure	\$3,631,000
Roadway	\$1,315,000
Misc. & Mob.	\$823,000
Eng. & Contingencies	\$831,000
Total Construction Cost	\$6,600,000
Right-of-way Costs	\$755,000
Right-of-way Utility Costs	\$228,200
Total Project Cost	\$7,583,200

Estimated Traffic on Concord Mills Boulevard (current and design traffic based on peak demand; Saturday during holiday season):

- Current 2015 – 62,300 vpd east / 43,100 vpd west of Kings Grant Pavilion
- Design 2040 – 80,700 vpd east / 53,000 vpd west of Kings Grant Pavilion
- TTST – 0.5%
- Dual – 0.5%

Design Exceptions: There are no anticipated design exceptions for this project.

Pedestrian and Bicycle Accommodations: The preliminary designs include a Z-pattern crosswalk that would best follow the traffic signal phases. This will improve access for pedestrians across Concord Mills Boulevard.

Other Agency Comments:

The Cabarrus County EMS Director, Cabarrus County School Transportation Technical Planner, and the City of Concord’s Director of Planning and Neighborhood Development were all concerned with potential construction delays and road closures during dates of Charlotte Motor Speedway events and holiday shopping.

Response: Concord Mills Boulevard will remain open to through traffic during construction, and traffic will be detoured to the other two driveways. The Kings Grant Pavilion entrance will not be closed from November 1 through December 31. Since there are events at the Charlotte Motor Speedway throughout the year, construction may occur during some of those events.

The **N.C. Department of Environmental and Natural Resources Solid Waste Section** in a standardized letter provided a request to make every feasible effort to minimize the generation of waste, to recycle materials, and to use recycled products and materials where sustainable.

The **Division of Emergency Management and State Historic Preservation Office** had no special concerns for this project.

Stakeholder Involvement:

A meeting was held on August 21, 2015 to coordinate with the Concord Mills representatives to ensure the proposed design is consistent with their vision for the mall and their plans for the mall loop road. A meeting was held on November 6, 2015 with the Concord Visitor and Convention Bureau, which represents area businesses and the tourism industry.

E. Threshold Criteria

The following evaluation of threshold criteria must be completed for Type II actions.

<u>ECOLOGICAL</u>	<u>YES</u>	<u>NO</u>
(1) Will the project have a substantial impact on any unique or important natural resource?	<input type="checkbox"/>	<u> X </u>
(2) Does the project involve habitat where federally listed endangered or threatened species may occur?	<input checked="" type="checkbox"/>	<u> </u>
(3) Will the project affect anadromous fish?	<input type="checkbox"/>	<u> X </u>
(4) If the project involves wetlands, is the amount of permanent and/or temporary wetland taking less than one-tenth (1/10) of an acre and have all practicable measures to avoid and minimize wetland takings been evaluated?	<u> X </u>	<input type="checkbox"/>

- | | | | |
|-----|--|--------------------------|---------------------|
| (5) | Will the project require the use of U. S. Forest Service lands? | <input type="checkbox"/> | <u> X </u> |
| (6) | Will the quality of adjacent water resources be adversely impacted by proposed construction activities? | <input type="checkbox"/> | <u> X </u> |
| (7) | Does the project involve waters classified as Outstanding Resources Waters (ORW) and/or High Quality Waters (HQW)? | <input type="checkbox"/> | <u> X </u> |
| (8) | Will the project require fill in waters of the United States in any of the designated mountain trout counties? | <input type="checkbox"/> | <u> X </u> |
| (9) | Does the project involve any known underground storage tanks (UST's) or hazardous materials sites? | <input type="checkbox"/> | <u> X </u> |

PERMITS AND COORDINATION

YES NO

- | | | | |
|------|--|--------------------------|---------------------|
| (10) | If the project is located within a CAMA county, will the project significantly affect the coastal zone and/or any "Area of Environmental Concern" (AEC)? | <input type="checkbox"/> | <u> X </u> |
| (11) | Does the project involve Coastal Barrier Resources Act resources? | <input type="checkbox"/> | <u> X </u> |
| (12) | Will a U. S. Coast Guard permit be required? | <input type="checkbox"/> | <u> X </u> |
| (13) | Could the project result in the modification of any existing regulatory floodway? | <input type="checkbox"/> | <u> X </u> |
| (14) | Will the project require any stream relocations or channel changes? | <input type="checkbox"/> | <u> X </u> |

SOCIAL, ECONOMIC, AND CULTURAL RESOURCES

YES NO

- | | | | |
|------|---|--------------------------|--------------------------|
| (15) | Will the project induce substantial impacts to planned growth or land use for the area? | <input type="checkbox"/> | <u> X </u> |
| (16) | Will the project require the relocation of any family or business? | <input type="checkbox"/> | <u> X </u> |
| (17) | Will the project have a disproportionately high and adverse human health and environmental effect on any minority or low-income population? | <input type="checkbox"/> | <u> X </u> |
| (18) | If the project involves the acquisition of right of way, is the amount of right of way acquisition considered minor? | <u> X </u> | <input type="checkbox"/> |

- | | | | |
|------|---|--------------------------|--------------------------|
| (19) | Will the project involve any changes in access control? | <input type="checkbox"/> | <u> X </u> |
| (20) | Will the project substantially alter the usefulness and/or land use of adjacent property? | <input type="checkbox"/> | <u> X </u> |
| (21) | Will the project have an adverse effect on permanent local traffic patterns or community cohesiveness? | <input type="checkbox"/> | <u> X </u> |
| (22) | Is the project included in an approved thoroughfare plan and/or Transportation Improvement Program (and is, therefore, in conformance with the Clean Air Act of 1990)? | <u> X </u> | <input type="checkbox"/> |
| (23) | Is the project anticipated to cause an increase in traffic volumes? | <input type="checkbox"/> | <u> X </u> |
| (24) | Will traffic be maintained during construction using existing roads, staged construction, or on-site detours? | <u> X </u> | <input type="checkbox"/> |
| (25) | If the project is a bridge replacement project, will the bridge be replaced at its existing location (along the existing facility) and will all construction proposed in association with the bridge replacement project be contained on the existing facility? | <u> N/A </u> | <input type="checkbox"/> |
| (26) | Is there substantial controversy on social, economic, or environmental grounds concerning the project? | <input type="checkbox"/> | <u> X </u> |
| (27) | Is the project consistent with all Federal, State, and local laws relating to the environmental aspects of the project? | <u> X </u> | <input type="checkbox"/> |
| (28) | Will the project have an "effect" on structures/properties eligible for or listed on the National Register of Historic Places? | <input type="checkbox"/> | <u> X </u> |
| (29) | Will the project affect any archaeological remains which are important to history or pre-history? | <input type="checkbox"/> | <u> X </u> |
| (30) | Will the project require the use of Section 4(f) resources (public parks, recreation lands, wildlife and waterfowl refuges, historic sites, or historic bridges, as defined in Section 4(f) of the U. S. Department of Transportation Act of 1966)? | <input type="checkbox"/> | <u> X </u> |
| (31) | Will the project result in any conversion of assisted public recreation sites or facilities to non-recreation uses, as defined by Section 6(f) of the Land and Water Conservation Act of 1965, as amended? | <input type="checkbox"/> | <u> X </u> |
| (32) | Will the project involve construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers? | <input type="checkbox"/> | <u> X </u> |

F. Additional Documentation Required for Unfavorable Responses in Part E

#2: Does the project involve habitat where federally listed endangered or threatened species may occur?

Suitable habitat for Schweinitz's sunflower is present in the study area along roadside shoulders. However, the roadside shoulders are frequently maintained via mowing and herbicide treatment. Further, a review of NC Natural Heritage Program (NCNHP) records, updated July 2015, indicates no known occurrences within 1.0 mile of the study area. Pedestrian surveys conducted on October 21, 2015 observed no occurrence of Schweinitz's sunflower within the study area. Due to lack of recorded/ observed occurrences and the frequent maintenance of roadside rights-of-way, the biological conclusion is that the proposed project will have "No Effect" on this species.

G. CE Approval

TIP Project No.	<u>U-5806</u>
W.B.S. No.	<u>44378.1.D1</u>
Federal Project No.	<u>N/A</u>

Project Description:

This project proposes to construct a grade separated flyover from westbound Concord Mills Boulevard turning southbound into the eastern entrance (Kings Grant Pavilion) at Concord Mills. Figure 1 shows the project vicinity. The project length is approximately 1,900 feet along Concord Mills Boulevard and 500 feet along Kings Grant Pavilion, with a proposed bridge length of approximately 325 feet. The flyover will include two 12-foot lanes with a 4-foot outside offset and an 8-foot inside offset. Preliminary designs include a crosswalk under the flyover ramp to improve access for pedestrians crossing Concord Mills Boulevard at the Kings Grant Pavilion intersection. Figure 2 shows the preliminary project design.

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There will be a temporary reduction in access during construction, as visitors and employees will be able to use only two access driveways from Concord Mills Boulevard rather than three.

Categorical Exclusion Action Classification:

X TYPE II(B)

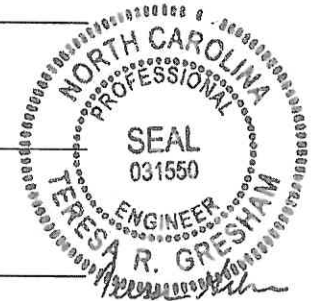
Approved:

12-18-2015
Date Stacy Oberhausen
Stacy Oberhausen, P.E., CPM, Project Engineer
Project Development & Environmental Analysis Unit

12/19/15
Date Tracy Walter
Tracy Walter, P.E., Project Planning Engineer
Project Development & Environmental Analysis Unit

12/19/15
Date Teresa Gresham
Teresa Gresham, P.E.
Kimley-Horn and Associates, Inc.

12/21/15
Date John F. Sullivan, III
John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration



PROJECT COMMITMENTS

Concord Mills Flyover Ramp

From Concord Mills Boulevard to Kings Grant Pavilion (Concord Mills entrance)

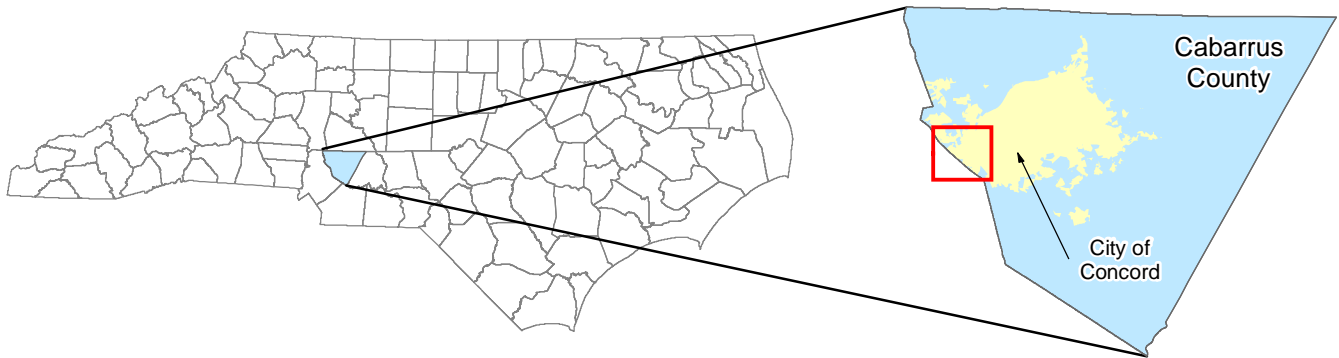
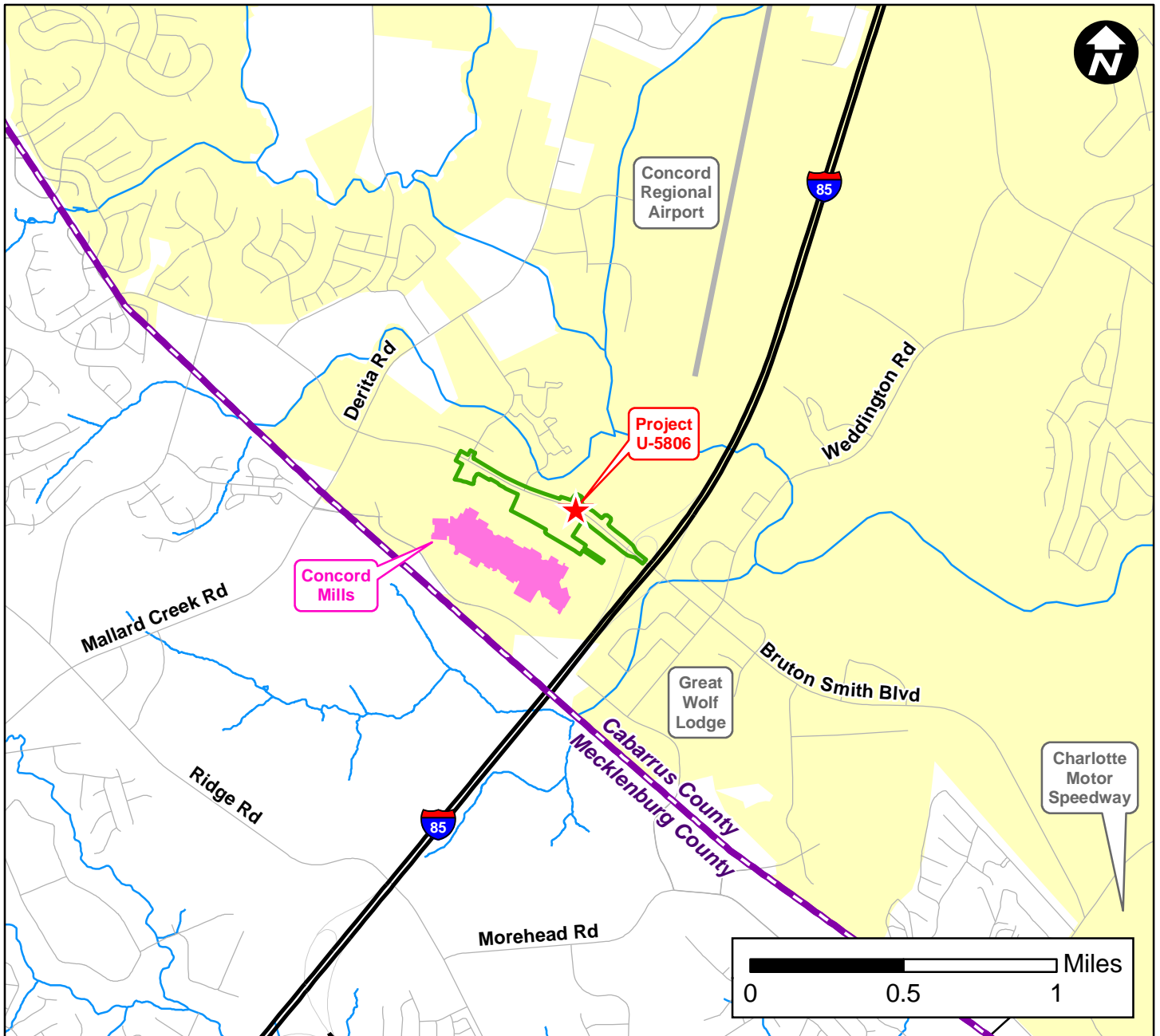
Cabarrus County

WBS No. 44378.1.D1

TIP Project U-5806

NCDOT Division 10

1. Concord Mills Boulevard will remain open to through traffic during construction, and traffic will be detoured to the other two driveways. The Kings Grant Pavilion entrance will not be closed from November 1 through December 31.



- U-5806 Study Area
- County Boundary
- City of Concord
- Stream

Figure 1: Vicinity Map
 NCDOT Project U-5806
 Concord Mills Boulevard
 Intersection Improvements
 At Kings Grant Pavilion
 Concord, Cabarrus County



- Proposed Bridge
- Proposed Retaining Wall
- Proposed Sidewalk
- Proposed Concrete Island
- Proposed Edge of Travel
- Proposed Pavement Markings

Figure 2: Design Map
 NCDOT Project U-5806
 Concord Mills Boulevard
 Intersection Improvements
 At Kings Grant Pavilion
 Concord, Cabarrus County



- Proposed Edge of Travel
- 100-Year Floodplain
- Stream

Figure 3: Environmental Features Map
 NCDOT Project U-5806
 Concord Mills Boulevard
 Intersection Improvements
 At Kings Grant Pavilion
 Concord, Cabarrus County

15-08-0002



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	U-5806	County:	Cabarrus
WBS No.:	44378.1.D1	Document Type:	PCE
Fed. Aid No:	N/A	Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	Unkown at time
<u>Project Description:</u> Construct 2-lane grade separated directional left flyover at intersection of SR 2894 (Concord Mills Boulevard and No. 1 Kings Grant Pavilion).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<u>Description of review activities, results, and conclusions:</u> Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on August 18, 2015. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined as the Project Study Area on the following map. The entire project area consists of a modern shopping mall and standalone chain restaurants, there are no properties over fifty years of age. There are no National Register listed or eligible properties. If design plans change, additional review will be required.
<u>Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:</u> HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Cabarrus County survey and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.

SUPPORT DOCUMENTATION

Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

Kate Hubbard

8/18/2015

NCDOT Architectural Historian

Date

15-08-0002



NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.



PROJECT INFORMATION

Project No: U-5806 County: Cabarrus
 WBS No: 44378.1.D1 Document: MCDC
 F.A. No: na Funding: State Federal
 Federal Permit Required? Yes No Permit Type: na

Project Description: NCDOT intends to construct a two-lane, grade-separated, directional left flyover from SR 2894, Concord Mills Boulevard, to entrance No. 1, Kings Grant Pavilion, at the intersection. The Request for Cultural Resources Review form lists the project length as 2,200 feet (670.56 meters) with right-of-way (ROW) width varying over the length of the project. For the purposes of the archaeological review, the area of potential effects (APE) is considered to be a 34.89 acre (nearly 14.12 hectare) study area encompassing portions of SR 2894, entrance No. 1, and adjacent commercial areas. This APE is based on some of the study areas depicted in some of the early preliminary mapping generated for the project.

SUMMARY OF CULTURAL RESOURCES REVIEW

Brief description of review activities, results of review, and conclusions:

A review of the site maps and files archived at the North Carolina Office of State Archaeology was conducted on August 27, 2015. While no previously identified archaeological resources are located within the APE, a handful of archaeological sites (i.e. 31Ca171, 31Ca199, and 31Ca219) have been recorded in the vicinity. It is noteworthy however, that almost all of these sites have been destroyed by commercial development. No further archaeological investigations are required for the project, as currently proposed. Should the project expand to include areas outside existing ROW that have not been developed as part of the Concord Mills shopping center, further consultation will be necessary.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

Based on the aerial photographs of the project area, it seems fairly certain that all proposed construction activities will take place within areas that have been significantly (and dramatically) altered by the construction of the Concord Mills shopping center, Concord Mills Boulevard, and adjacent commercial centers. The impacts to local archaeological resources can be seen in the loss of sites in the surrounding areas.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Other:

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED

August 28, 2015

NCDOT ARCHAEOLOGIST II

Date