

Type III Categorical Exclusion Action Classification Form

STIP Project No.	<u>U-5928</u>
WBS Element	<u>44822</u>
Federal Project No.	<u>STBGDA-0501(041)</u>

A. Project Description:

The project is located within Wake County in the Town of Apex. The project involves extending the existing Apex Peakway to the south from S. Salem Street with a grade separation of S. Salem Street and the CSX Railroad tracks. The extension would connect with the portion of Apex Peakway already constructed through Salem Village, northwest of Tingen Road.

The Town of Apex is growing rapidly and this project would result in the completion of an important connection of Apex Peakway that is currently missing. This roadway as a whole is intended to act as a loop road around the Town, balancing mobility with access by maintaining a safe flow of traffic while accommodating the access needs of adjacent development. The connection would provide a continuous route from NC 55 near US 1 westward around the Town and back to Center Street/Ten Ten Road. Specifically, the connection would serve traffic bound for existing, recently completed, and ongoing construction of residential and commercial developments on the west side of the Town, providing increased access to and from these developments.

The study area (see Figure 1 in Attachment A), which includes the expected construction limits for the proposed project, is located in southwestern portion of the Town of Apex in central North Carolina. The study area includes portions of Apex Peakway (both north and south of S. Salem Street), S. Salem Street, the forested area between the Apex Peakway segments, and an undeveloped area northeast of the Apex Peakway/S. Salem Street intersection. The study area also includes the potential construction limits for the closure of the CSX Railroad crossing on Tingen Road that is required as part of the proposed project. The study area, which is of relatively flat terrain, is surrounded by rural and suburban residential uses.

The proposed project (Build Alternative) would raise Apex Peakway over S. Salem Street and the CSX Railroad tracks (see Figure 2 in Attachment A). A northeast quadrant loop would connect S. Salem Street to Apex Peakway with proposed signalized intersections on each end. Retaining walls, likely designed as Mechanically Stabilized Earth (MSE) walls, would be necessary between Towhee Drive and S. Salem Street, along the west side of Apex Peakway, to reduce various impacts to the properties and houses in the Whitehall subdivision, including relocations. A smaller wall may also be necessary on the east side of Apex Peakway, north of the quadrant loop, to reduce impacts to the residences in the Shangri-La Mobile Home Park. The proposed bridge would be a two-span bridge with piers between S. Salem Street and the railroad. The piers would be placed to accommodate a future track and a minimum horizontal offset of 25 feet to avoid constructing a crash wall. The two-span bridge structure would allow for a lower overall structure height, which would address community concern over the height of the proposed retaining wall. The bridge span would comply with horizontal and vertical clearance guidelines detailed in the Public Project Information manual distributed by CSX.

The Build Alternative would include sidewalks for pedestrians and wide outside lanes for cyclists. Additionally, Apex Peakway could serve as a transit route in the future as the Town considers opportunities to provide public transportation.

B. Description of Need and Purpose:

Purpose of Project

The purpose for the proposed project is as follows:

- To complete an important connection of Apex Peakway, providing mobility as well as access.

Specifically, this connection would serve traffic bound for existing, recently completed, or ongoing construction of residential and commercial developments on the west side of the Town, providing increased access. This roadway is intended to act as a loop around the Town and provide a continuous route from NC 55 near US 1 westward around the Town and back to Center Street/Ten Ten Road. As stated in the 2011 Apex Transportation Plan update, Apex Peakway was identified by members of the public as the top transportation priority at the 2011 Apex Transportation Plan update workshop.

Need for Project

The need for this study can be summarized as follows:

- It would alleviate traffic along other routes through town, such as NC 55, by adding another segment of the nearly completed Apex Peakway loop road.

Additionally, the project would complete one of the two remaining gaps in the continuous loop road.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements: Not applicable

E. Special Project Information:

Typical Section

The ultimate typical section for Apex Peakway is planned to be a four-lane divided roadway with a raised grass median (see Figure 3 in Attachment A). Some existing segments of the Apex Peakway already accommodate this typical section, while other segments are partially built to this specification, accommodating a two-lane cross section with right-of-way dedicated for the ultimate section. The subject segment of Apex Peakway would include the construction of the western side of this typical section. When the ultimate cross-section of Apex Peakway is warranted, the eastern side would be constructed. The Apex Peakway bridge constructed with the Build Alternative would accommodate a reduced width four-lane typical section that would not include the raised grass median; however, this bridge would accommodate the ultimate cross-section when needed.

Previous Alternatives Studied

A Feasibility Study for the Southwest Connector was completed in 2016. Three alternatives were examined in that study – raising Apex Peakway to cross over S. Salem Street and the railroad, lowering

Apex Peakway to pass under both the railroad and S. Salem Street, and lowering Apex Peakway and the grade of the existing S. Salem Street to allow for an at-grade intersection and an underpass beneath the railroad tracks. Due to the proximity of the tracks to S. Salem Street, it is necessary to grade-separate S. Salem Street in conjunction with the tracks. The three alternatives were developed based on the requirement of a grade-separated crossing of the CSX Railroad tracks, running parallel to S. Salem Street, as outlined in the 2009 Master Agreement between the Town of Apex and CSX.

As a general rule, CSX prefers roadway projects to bridge over the existing rail line for track maintenance reasons. If terrain or other environmental constraints make it less expensive and more practical to go under the rail, then railroad authorities are willing to consider an underpass alternative. To maintain the design speed of the mainline existing track (which is critical for an Amtrak route), a railroad detour would be required as part of either alternative which lowers Apex Peakway beneath the railroad tracks. In addition to the cost of the railroad bridge structure (approximately three times that of a roadway bridge), the active rail line would have to be realigned during construction, requiring temporary detour tracks or permanent realignment and extensive coordination with railroad authorities.

Through coordination with CSX and the Town of Apex, development of feasibility level cost estimates, long-term maintenance requirements, and execution of constructability evaluations, the two alternatives including underpass options have been eliminated from further study because they were determined to be infeasible.

In addition to the NCDOT preferred improvements, the following alternatives to the proposed Build Alternative were considered:

- No-Build
- Transportation Demand Management (TDM) Alternative
- Transportation Systems Management (TSM) Alternative
- Mass Transit Alternative

These alternatives would not meet the purpose and need of the project because they would not provide the desired additional connectivity, and were thus dropped from further consideration.

Right of Way and Property Impacts

There are no business relocations associated with this project. As stated above, due to the use of retaining walls, no residential relocations resulting from this project are expected. Residential property impacts would be minor and may include small Temporary Construction Easements (TCE), Permanent Utility or Drainage Easements (PUE and PDE), and minor right-of-way acquisition. The vacant property would need to be purchased for the loop access road and on the south end of road extension.

Greenway, Pedestrian and Bicycle Considerations

No bicycle activity in the vicinity of the proposed project was evident during a site visit. While there was no pedestrian activity observed near the proposed connection, there is known pedestrian activity across the railroad along Tingen Road, which is proposed for closure to vehicular and pedestrian traffic. There are some existing sidewalks in the residential areas north of S. Salem Street. However, the sidewalks are typically on one side of the street and not found along all streets. There is an existing bicycle route along S. Salem Street. As stated above, to accommodate pedestrians and cyclists, wide outside lanes along with a multi-use path are included in the design along the Apex Peakway. These facilities along Apex Peakway and would result in positive impacts with respect to multi-modal connectivity.

Cost Estimates

Preliminary construction cost estimates were developed for the Build Alternative from the preliminary designs. The estimated cost of construction is \$12.5 million. During the final design phase, quantities and estimates for right-of-way and utility relocations will be developed.

Public Involvement

Two public workshops were held for this project, one at the feasibility study stage and one following the completion of the preliminary design. A Public Hearing will also be held in the summer of 2018 after the right-of-way plan submittal stage of the final design phase.

The first Public Workshop was held at the Apex Town Hall on December 7, 2015 from 4-6 PM. The purpose of the meeting was to inform attendees about the proposed project, to convey a conceptual understanding of the proposed project, and to receive input from the public. Project representatives were on hand to answer questions from the public. Approximately 28 citizens attended and they were able to discuss project specifics with team members as well as submit written comments for record. In general, the public acknowledged and accepted that the project is needed. In both verbal and written comments, many citizens voiced preference against an overpass, and instead preferred one of the options that included an underpass under the CSX Railroad tracks. Ultimately, the underpass options were eliminated from evaluation due to reasons stated above.

Once a preliminary design for the proposed project was completed, a second Public Workshop was held. This workshop was held at the Apex Town Hall on December 15, 2016 from 4-6 PM. The purpose of the meeting was to update the citizens on the recommended alternative and provide visuals to help them understand the project design. The meeting materials included plots of the preliminary design, eight graphic visualizations of the proposed project, and large maps showing the larger project vicinity. Approximately 60 citizens attended and they were able to discuss project specifics with team members as well as submit written comments for record. Attending citizens provided comments and questions on the proposed design that led the project team to make some design adjustments, specifically regarding sidewalk extents. All written comments were assembled and a comment response document was written and posted to the project website. A copy of this response document is included as Appendix B.

Neighborhood focus group meetings were also held for the proposed project. In a small group setting, project representatives met with residents of the three neighborhoods directly impacted by the proposed project: Shangri-La, Whitehall Manor, and Salem Village. These meetings were held in February and March of 2017. These meetings provided additional opportunities for the project team to address specific concerns related to each neighborhood and provide the latest project updates. As with input received at previous public meetings, the comments were assembled and reviewed by the project team, and will help to guide the final design process as applicable.

F. Project Impact Criteria Checklists:

<u>Type III Actions</u>		Yes	No
If the proposed improvement is identified as a Type III Class of Action answer all questions. <ul style="list-style-type: none"> • The Categorical Exclusion will require FHWA approval. • If any questions are marked “yes” then additional information will be required for those question in Section G. 			
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Has Mobile Source Air Toxics (MSAT) been considered for this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely effecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Type III Actions (continued)</u>		Yes	No
21	Does the project impact federal lands (e.g. USFS, USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* see Attachment C for required documentation.

G. Additional Documentation as Required from Section F

Question 1: Threatened and Endangered Species

Northern long-eared bat

The proposed project may affect, is likely to adversely affect, the Northern long-eared bat (NLEB). The USFWS has developed a Programmatic Biological Opinion (PBO) in conjunction with FHWA, 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 provides incidental take coverage for NLEB and ensures 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 proposed project is located. This level of incidental take is authorized from the effective date of final listing through April 30, 2020.

Question 8: Air Quality

Air Quality

A project-level air quality analysis was prepared for this project. A copy of the unabridged version of the full technical report entitled *Air Quality Analysis, Apex Peakway Southwest Connector, Wake County*, dated February 2017, is on file at the Town of Apex and can be obtained through the Public Works and Transportation Department. A summary of the Air Quality Analysis follows.

The proposed project is located in Wake County, which has been determined to comply with the National Ambient Air Quality Standards (NAAQS). The proposed project is located in an attainment area; therefore, 40 Code of Federal Regulations (CFR) Parts 51 and 93 are not applicable. This project is not anticipated to create any adverse effects on the air quality of this attainment area.

The purpose of this project is to complete an important connection of Apex Peakway, providing mobility as well as access by extending Apex Peakway to the south from S. Salem Street with a grade separation of S. Salem Street and the CSX Railroad tracks. The extension would connect with the portion of Apex Peakway already constructed through Salem Village, northwest of Tingen Road. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

This qualitative evaluation completes the assessment requirements for air quality of the 1990 Clean Air Act Amendments (CAAA) and the National Environmental Policy Act (NEPA) process, and no additional reports are necessary.

Question 28: Noise

Traffic Noise

In accordance with Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (Title 23 CFR 772) and the NCDOT Traffic Noise Policy (October 2016), each noise Type I highway project must be analyzed for predicted traffic noise impacts. A copy of the unabridged version of the full Traffic Noise Report (TNR) document is on file at the Town of Apex and can be obtained through the Public Works and Transportation Department. A summary of the TNR follows.

Traffic Noise Impacts and Noise Contours

The maximum number of receptors predicted to be impacted by future traffic noise is shown in Table 1, below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria (NAC) or by a substantially exceeding the existing noise levels.

Table 1
Predicted Traffic Noise Impacts by Alternative*

Alternative	Traffic Noise Impacts			
	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Existing	0	0	0	0
No-Build	0	0	0	0
Build	5	0	0	5

*Per TNM2.5 and in accordance with 23 CFR Part 772

Because all impacted receptors were isolated impacts, a noise wall is automatically not feasible because it would not be able to provide a noise reduction of 5 A-weighted decibels (dB(A)) for at least two impacted receptors. These isolated impact locations were along S. Salem St and Apex Peakway. Therefore, there are no noise barriers recommended within the project area.

Predicted build-condition traffic noise level contours are not a definitive means by which to assess traffic noise level impacts; however, they can aid in future land use planning efforts in presently undeveloped areas. Correlating to NCDOT’s traffic noise impact threshold for NAC “B” and “E” land uses, the 66 dB(A) contour is expected to occur approximately adjacent to all roadways, spreading out further to the first row of houses along Marston Ct. Results are similar for the undeveloped land to the south and east of the proposed connector, where the 66 dB(A) contour occurs are at up to 25 feet from the edge of the roadways. Noise levels greater than or equal to 71 dB(A) were only predicted to occur directly adjacent and to the north of the point where Apex Peakway would pass over S. Salem St.

Many variations in terrain, development types, and density contribute to the general distance at which these noise thresholds are likely to occur. Thus, per 23 CFR 772.9(c) and NCDOT Policy, noise contour lines shall not be used for determining highway traffic noise impacts. However, the 66 dB(A) and 71 dB(A) noise level contour information should assist local authorities in exercising land use control over the remaining undeveloped lands, so as to avoid development of incompatible activities adjacent to the roadways within local jurisdiction.

Summary

Based on the TNR, traffic noise abatement is not recommended and no noise abatement measures are proposed as a result of the proposed project. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a substantial change in the project’s design concept or scope.

In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of this Categorical Exclusion. For development occurring after this date, local governing bodies are responsible to ensure that noise compatible designs are utilized along the proposed facility.

H. Project Commitments

**Apex Peakway
Southwest Connector
Construct Operational Improvements, Apex
Wake County
Federal-Aid Project STBGDA-0501(041)
WBS 44822
STIP Project U-5928**

Town of Apex

The Town will provide areas for school buses to safely turn around at the Apex Peakway roadway closure during construction in response to a request from the Wake County Public Schools Transportation Planner.

NCDOT Natural Environment Section

After project completion, the contract administrator for construction will submit to the NCDOT Natural Environment Section the actual amount of tree clearing (in tenths of acres) that occurred for the project. Submittal of the amount of tree clearing will satisfy NCDOT's requirements under the programmatic agreement with the U.S. Fish and Wildlife Service (USFWS) concerning the Northern Long-eared Bat.

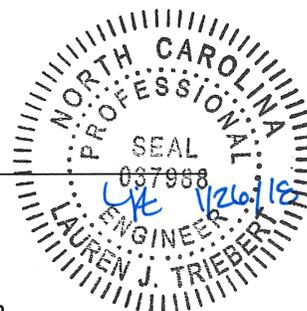
I. Categorical Exclusion Approval

STIP Project No. U-5928
WBS Element 44822
Federal Project No. STBGDA-0501(041)

Prepared By:

1/26/18
Date

Lauren Triebert PE
Lauren Triebert, PE, Transportation Engineer
VHB Engineering NC, P.C.



Prepared For:

N.C. Department of Transportation

Reviewed By:

1/26/2018
Date

DocuSigned by:
Jennifer A. Evans
DC37CF11AF7C483
Jennifer Evans, PE, Local Projects Manager
Highway Division 5, NCDOT

NCDOT certifies that the proposed action qualifies as a Type III Categorical Exclusion.

1/26/2018
Date

DocuSigned by:
[Signature]
5CD03B1A9BDE84C1
Michael J. Rheis, PE, Division Project Delivery Engineer
Highway Division 5, NCDOT

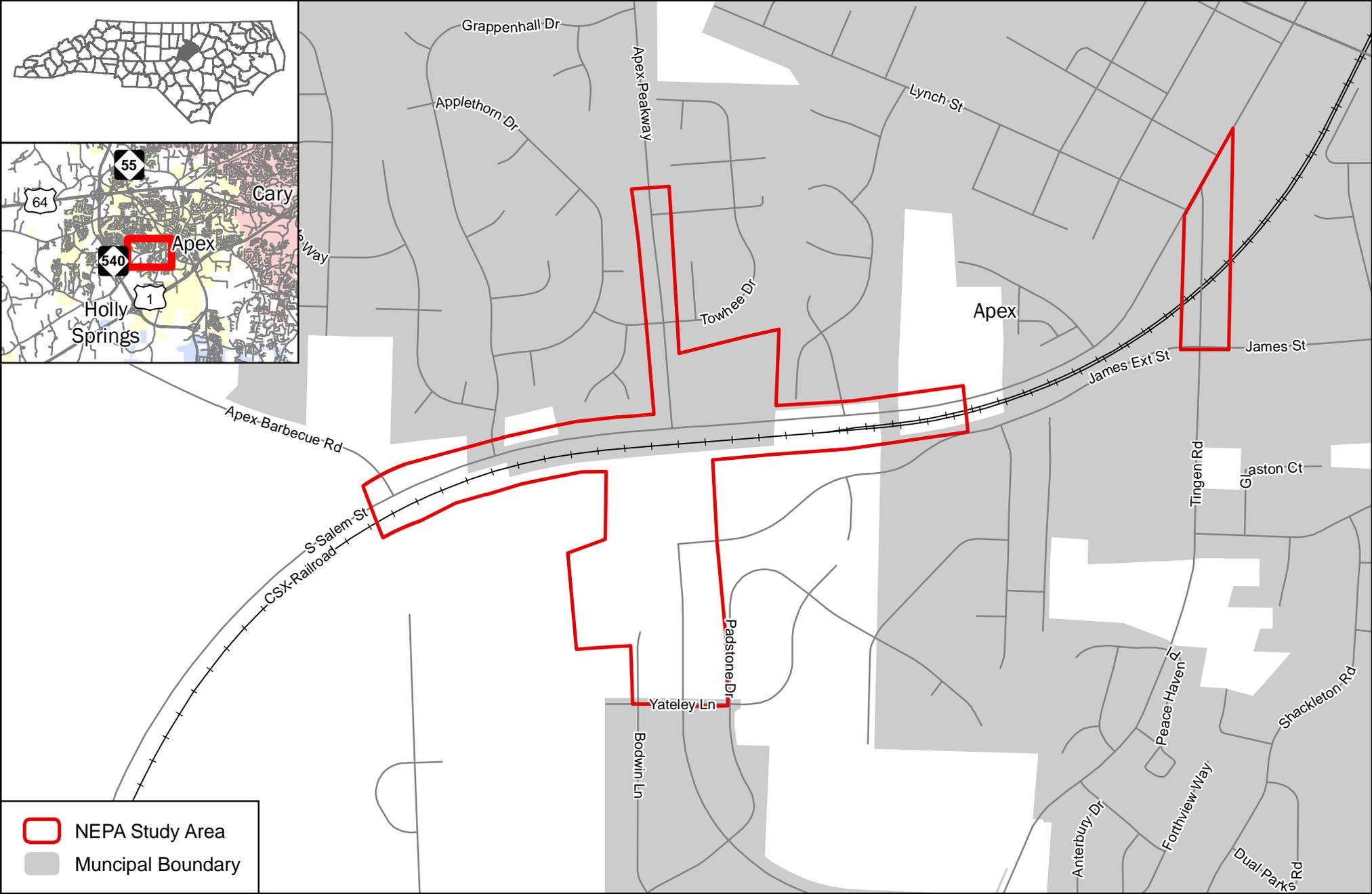
FHWA Approval:

1/29/2018
Date For

DocuSigned by:
Edward Dancausse
BD03969121004F0
John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration

Attachment A

Figures



- NEPA Study Area
- Municipal Boundary

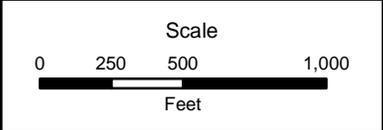


Figure 1
Project Location Map

Apex Peakway Southwest Connector
Wake County
NCDOT STIP No. U-5928





-  Proposed Centerline
-  Proposed New Bridge
-  Proposed Retaining Wall
-  Proposed Concrete Curb & Gutter and Islands
-  Proposed Edge of Travel

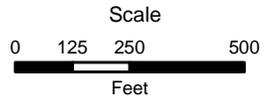
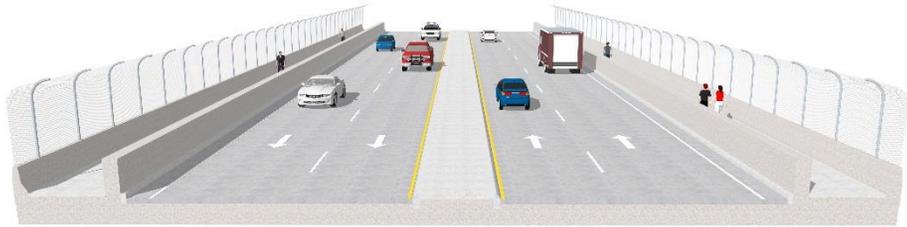


Figure 2
Build Alternative

Apex Peakway Southwest Connector
Wake County
NCDOT STIP No. U-5928



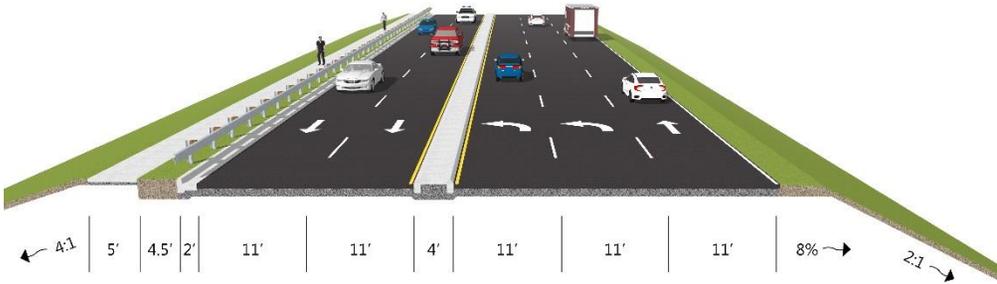
Image courtesy of USGS © 2017 Microsoft Corporation



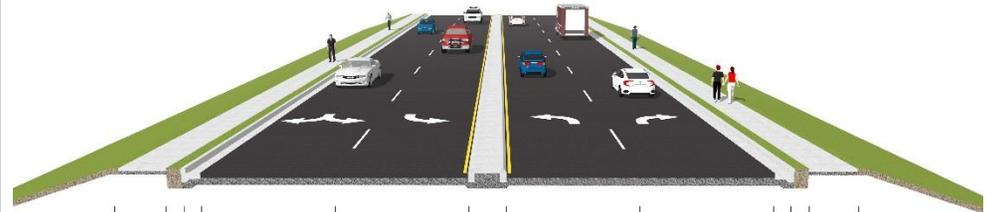
Apex Peakway Bridge



Bridge Approach (southbound)



S. Salem Street (eastbound)



Loop Road

Not To Scale

Figure 3
Proposed Typical Sections

Apex Peakway Southwest Connector
Wake County
NCDOT STIP No. U-5928



Attachment B
Public Involvement



Apex Peakway Southwest Connector

Summary of Comments and Responses from Preliminary Design Review Open House

On December 15, 2016 an open house was held to gather public input on the preliminary design of the Apex Peakway Southwest Connector Project. Comments received during and after the open house are summarized below along with responses.

Project Justification

- Some residents commented about their excitement for this project and the benefit it will bring to this area of Apex.

The Town appreciates the positive feedback and support of this important link in the local infrastructure network.

- Can't the Town consider an at-grade crossing of the railroad, rather than a bridge over it?

An at-grade crossing of the Apex Peakway and the railroad is not allowable. The Town currently has a Master Agreement with CSX Railroad that outlines the number and type of allowable railroad crossings within the Town. Similar agreements are in place across many jurisdictions with a number of railroad companies to work toward eliminating at-grade crossings for safety reasons. In these agreements, the general rule of thumb is "to open one new crossing, you must close three." Within the Town of Apex and CSX agreement, a grade-separation is specified for the future crossing along Apex Peakway. As part of the feasibility study for this project and ongoing project coordination with CSX, it has been determined that the only feasible crossing alternative for this location is a bridge over the railroad.

- Can the Town keep the Tingen Road crossing open, and improve it?

The Town's agreement with CSX Railroad specifies that the new crossing for the Apex Peakway project requires the closure of the at-grade crossing at Tingen Road as well as best efforts to close the three private crossings in the area at the time when those private crossings are all serving an assembled property. At this time, that outcome is not negotiable with CSX.

Property Impacts

- Some residents stated concern about the effect of the project on their property values. How will the Town compensate appropriately?

There are properties adjacent to the project that will have direct impacts to their properties. The Town is committed to providing fair market value for direct acquisitions of property required for the project, following standard NCDOT practice for the acquisitions process. The right-of-way acquisition and negotiations process is expected to occur around Fall 2017. The Town will make contacts with property owners and appraise and negotiate any property impacts. All property contacts, appraisals, and negotiations will be conducted individually with each of the property owners. In addition to real property acquisitions, the Town is also committed to working with



Apex Peakway Southwest Connector

the landowners individually to negotiate keeping as much existing landscaping as possible and replacing landscaping that must be removed.

- Will the project cause noise impacts to those living adjacent to the project?

The noise analysis is in progress and will be reviewed and approved by NCDOT. However, preliminary results from that technical study indicate that the project will not cause notable noise impacts requiring mitigation per NCDOT guidelines. Additional information related to noise impacts can be obtained from the Town once the traffic noise analysis is approved.

Traffic and Pedestrian Safety

- Can the Town extend the sidewalks from the bridge to connect into the Salem Village network? Are there bike amenities on the project?

The project design is being updated to include sidewalks into Salem Village from the bridge to Yateley Lane. The current design includes wide outside lanes to accommodate cyclists.

- What is being done to address speed and safety along Apex Peakway, specifically in Salem Village?

There are current plans to install a High Visibility Crosswalk at Padstone Drive. There are no other specific safety measures or traffic calming planned for implementation along the Peakway. Consideration was given to a roundabout intersection at James Street; however, this was determined to not be a feasible intersection treatment due to traffic volumes and the steep terrain at this location.

- Some residents stated concerns about increased cut-through traffic resulting from the project. Will the Town consider the permanent closure of the Towhee Drive access into Whitehall Manor neighborhood?

Due to emergency access considerations and general access needs, the Town is not pursuing the permanent closure of this entrance at this time. The Town will collect traffic counts along Applethorn Drive before and after construction. This data can guide the Town and neighborhood on any potential next steps toward traffic calming in accordance with the Town's [Traffic Calming Program](#).

- Some residents are concerned about the increased traffic this project will draw to the Peakway, specifically through Salem Village and toward NC 540.

The Apex Peakway facility has been a vision and plan of the Town's for many years, and has been included in Town planning efforts. The intent of the Peakway is to complete a full loop around Apex; this vision is nearly complete and after the completion of this project only one segment will remain to make the complete loop. The intention of a facility such as this is to increase mobility and access throughout Apex. When a new connection like this is established, additional traffic will begin to use that route. Based on the forecast completed for this project, approximately



Apex Peakway Southwest Connector

18,000 vehicles per day are expected to use the new connection in 2040. Without the connection, future traffic on Apex Peakway in this area is expected to be approximately 6,000 vehicles per day. To address the expected increase in traffic, the Apex Peakway has been constructed to allow for widening once warranted to avoid overly congested conditions.

Aesthetics

- Can the Town provide public art space in the loop to help beautify the project?

The Town is beginning coordination to incorporate an art display into the loop area. If the art cannot be installed at the time of the project, it is anticipated that provisions will be made to facilitate a future art installation (concrete pad poured, conduits and necessary utilities incorporated into design).

Overall, the Town is committed to providing a high quality, thoughtful and effective project for the residents of Apex. Best management practices for construction times, erosion control, stormwater management and other aspects of the project will be maintained to meet this goal.

Attachment C
Agency Coordination



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory
Secretary Susan Kluttz

Office of Archives and History
Deputy Secretary Kevin Cherry

October 11, 2016

Lauren Triebert
vhb
4000 WestChase Boulevard, Suite 530
Raleigh, NC 27607

Re: Apex Peakway Southwest Connector, U-5928, Wake County, ER 16-1788

Dear Ms. Triebert:

Thank you for your letter of September 29, 2016, concerning the above project.

We have conducted a review of the project and are aware of no historic resources which would be affected by the project. Therefore, we have no comment on 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 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

A handwritten signature in blue ink that reads "Renee Gledhill-Earley".

for Ramona M. Bartos



PAT McCRORY
Governor

NICHOLAS J. TENNYSON
Secretary

October 13, 2016

MEMORANDUM TO: Lauren Triebert, PE
VHB Engineering NC, P.C.

FROM: Craig Haden
GeoEnvironmental Project Manager
GeoEnvironmental Section
Geotechnical Engineering Unit

TIP NO: U-5928
WBS: 44822.1.1
COUNTY: Wake
DIVISION: 5
DESCRIPTION: Apex Peakway Southwest Connector from James Street to Towhee Drive

SUBJECT: **GeoEnvironmental Planning Report**

DocuSigned by:
Craig Haden 10/20/2016
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The GeoEnvironmental Section of the Geotechnical Engineering Unit performed a Phase I field investigation on October 13, 2016 for the above referenced project to identify geoenvironmental sites of concern. The purpose of this report is to document sites of concern within the project study area that are or may be contaminated. These sites of concern should be included in the environmental planning document in an effort to assist the project stakeholders in reducing or avoiding impacts to these sites. Sites of concern may include, but are not limited to, underground storage tank (UST) sites, dry cleaning facilities, hazardous waste sites, regulated landfills and unregulated dumpsites.

Findings

No Sites of concern were identified within the proposed study area as shown in the figure below. We don't anticipate any monetary or scheduling impacts resulting from geoenvironmental sites of concern.

Please note that discovery of sites not recorded by regulatory agencies and not reasonably discernible during the project reconnaissance may occur. The GeoEnvironmental Section should be notified immediately after discovery of such sites so their potential impact(s) may be assessed.

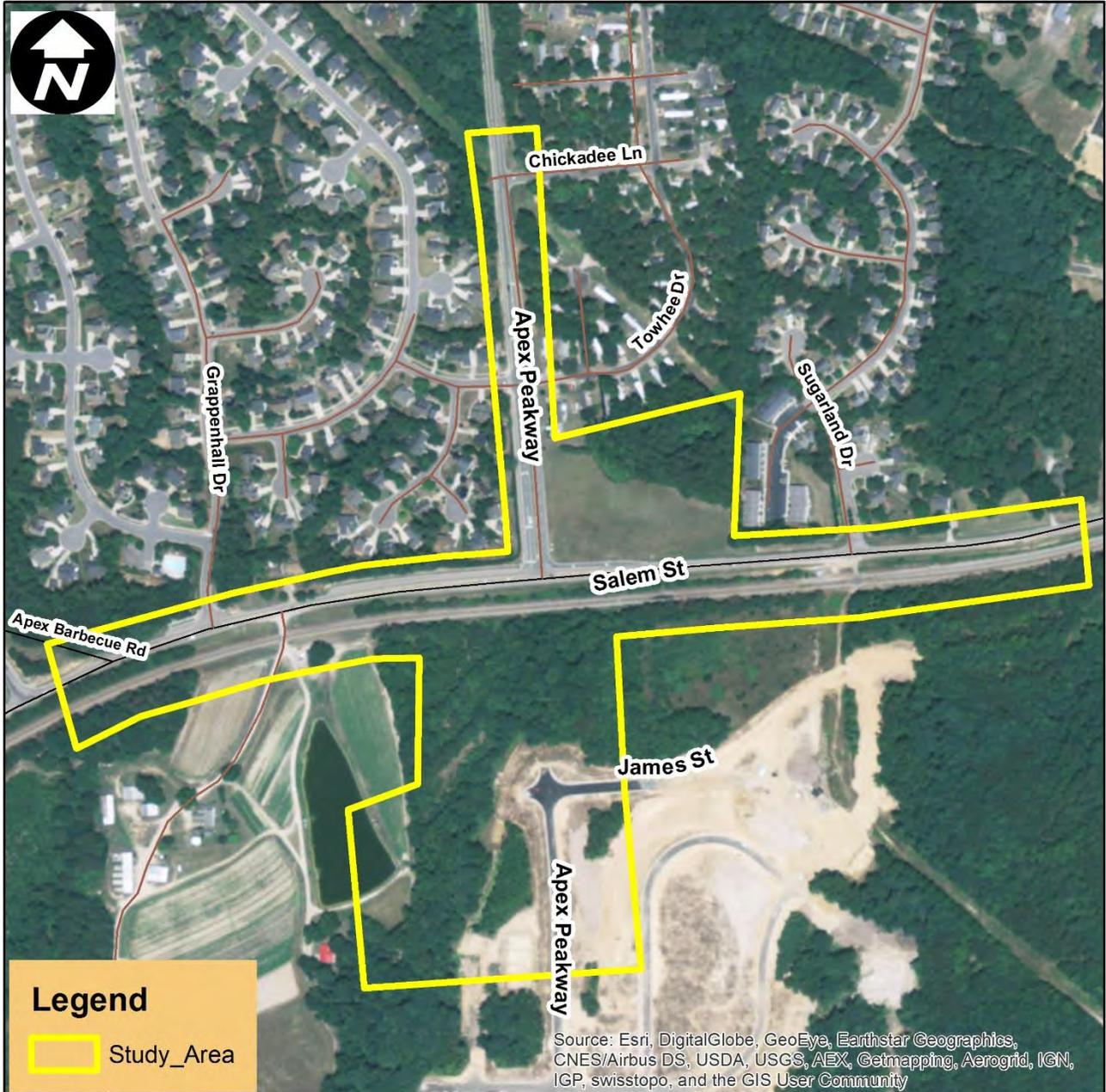
If there are questions regarding the geoenvironmental issues, please contact me, at 919-707-6871.

cc:
John Pilipchuk, LG, PE, State Geotechnical Engineer
David Chang, Ph.D, PE, State Hydraulics Engineer
Tom Koch, PE, State Structures Engineer
Charles Brown, PE, PLS, State Locations and Surveys Engineer



Ronald Wilkins, PE, State Utilities Manager
Michael Kneis, PE, Division Project Engineer
Kathy Smith, Division Right of Way Agent
K.J. Kim, Ph.D, PE, Geotechnical Regional Manager
Neil Roberson, LG, Regional Geological Engineer
Steve Grimes, ROW Unit, Negotiations, State Negotiator
row-notify@ncdot.gov
roadwaydesign@ncdot.gov
File

Appendix A
Location of GeoEnvironmental Sites of Concern



Project 44822.1.1 (TIP # U-5928)
Apex Peakway from James Street
to Towhee Drive
Wake County

500 250 0 500 Feet



NC Department of Transportation
Geotechnical Engineering Unit
GeoEnvironmental Section

