



Chapter 8: Public Involvement





Public Workshop #2
at Horton Middle School
(April 2009)

CHAPTER 8. PUBLIC, CORRIDOR STUDY TEAM AND AGENCY INVOLVEMENT

The US 64 Corridor Study was conducted with extensive input from the public, agencies and local leaders. The Corridor Study Team (CST) guided the study and had substantial influence over its direction. The public was engaged through two large workshops, one large community meeting, smaller group meetings and through other outreach activities and materials. Early coordination with environmental regulatory agencies was initiated through two agency meetings. A summary of the collaboration and involvement that took place throughout the study is provided in this section. Detailed information is available in the appendices referenced.

8.1 PUBLIC INVOLVEMENT

The US 64 Corridor Study garnered substantial attention from the communities surrounding the US 64 corridor. The methods and involvement opportunities used to reach out to the public are summarized in this section.

8.1.1 PUBLIC OUTREACH METHODS

A variety of methods, summarized here, were used to reach out to the public and bring them into the corridor study:

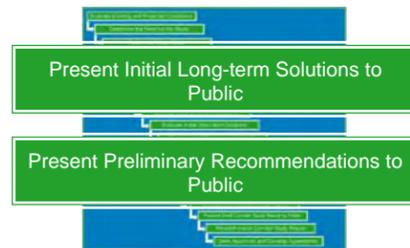
8.1.1.1 Mailing List

A mailing list of nearly 1,800 addresses was generated using tax record data for all homes within 1,600 feet of existing US 64 within the study limits. Individuals could be added to the mailing list by calling the hotline, contacting study leaders, or signing up at workshops or on the project website.

8.1.1.2 Newsletters

Three newsletters were distributed to individuals on the mailing list during the course of the study. Each newsletter included: contact information for study leaders, the website address for the study website, a description of how stakeholders could get involved, an updated schedule and a description of next steps. Some of the specific topics covered in each newsletter are listed below. Copies of the newsletters are included in Appendix A.

- The first newsletter was mailed on March 7, 2008 and introduced stakeholders to the study and its purpose and origin, introduced basic concepts pertinent to the study, such as, access management, freeways and expressways.
- The second newsletter was mailed on May 6, 2008 and announced the first workshop and introduced the concept of long term alternatives.
- The third newsletter was mailed on April 15, 2009 and announced the second workshop and the recommendation of a long-term solution, described the concept of phased transition of the US 64 corridor, explained the concept of a Superstreet, and described progress on a short-term solution and recommendations for land use and zoning changes.

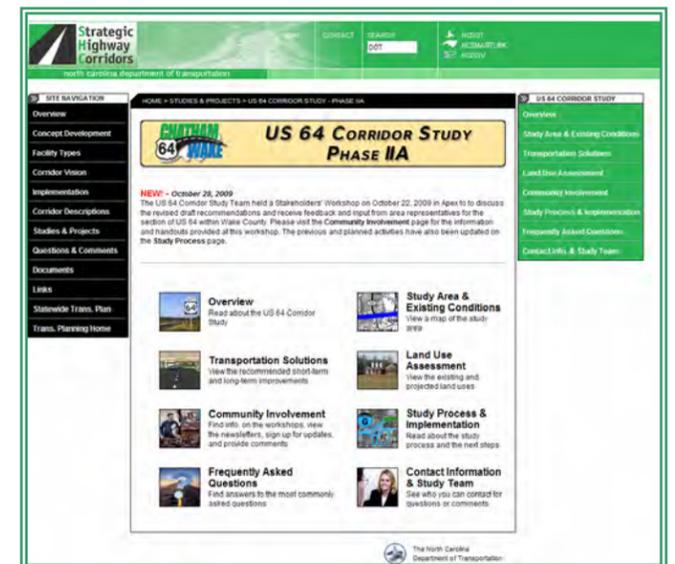


8.1.1.3 Telephone Hotline

A toll-free project telephone hot-line was made available from 8am-5pm on weekdays.

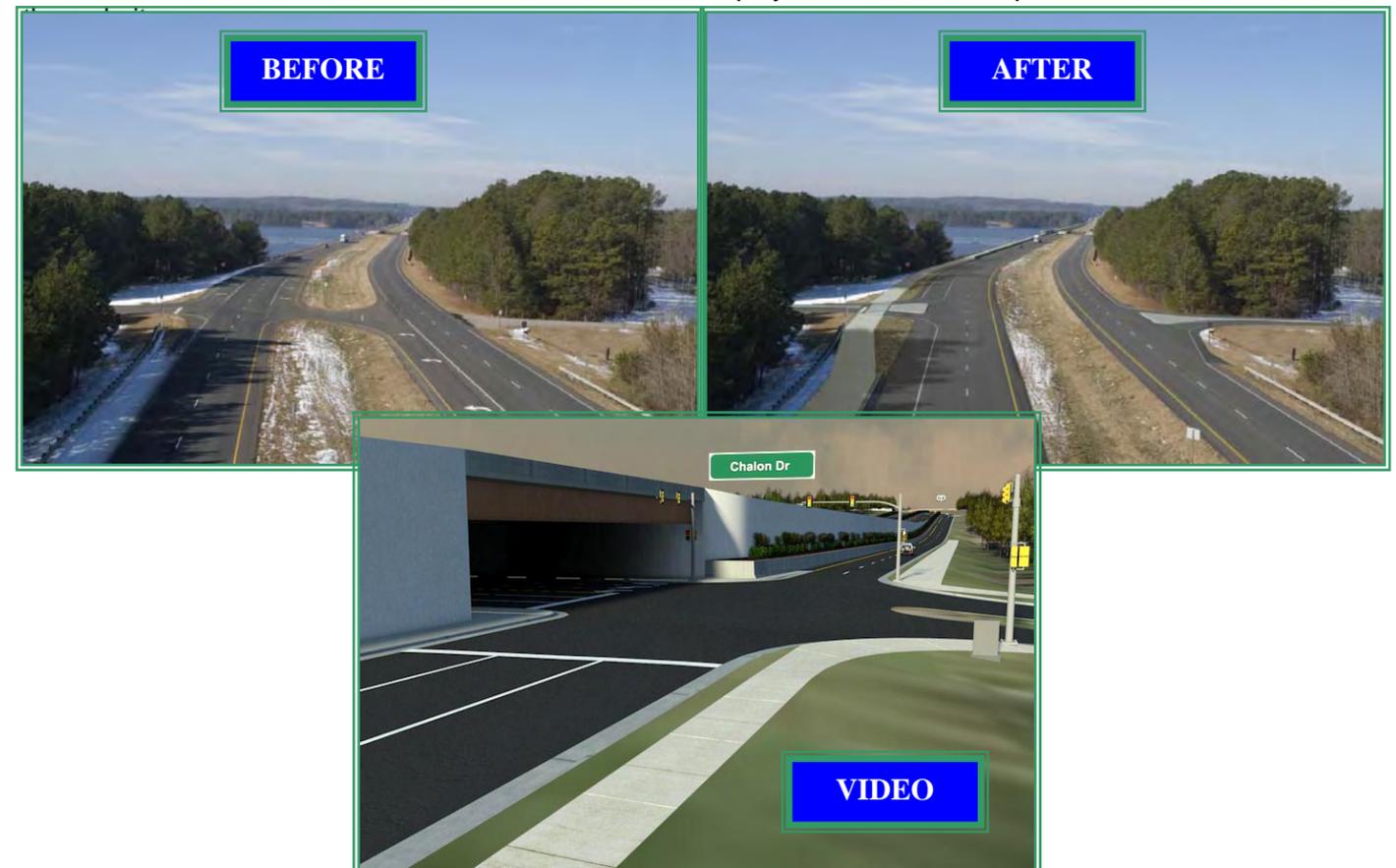
8.1.1.4 Project Website

A website specific to the US 64 Corridor Study was hosted by NCDOT at: <http://www.ncdot.org/~US64Study>. The website provided an overview of the project along with up-to-date detailed information about: the study area and existing conditions, transportation solutions, the land use assessment, community involvement, and the study process and implementation. Frequently asked questions, contact information for the study team, maps, copies of newsletters, and much more were made available on the website.



8.1.1.5 Visualizations

Two types of visualizations were used to demonstrate the long term solutions: (1) a rendering of US 64 near Jordan Lake with proposed bicycle and pedestrian trail and (2) a video simulation (with sound) of the initial long-term plan recommendations along US 64 from west of Laura Duncan Road to US 1. The visualizations were displayed at the Workshop #2 and were accessible on



8.1.1.6 Public Notices

The NCDOT Communications Office produced public notices for the three public involvement opportunities that were published in News and Observer, Apex Herald, Cary News, Chatham Journal and Que Pasa. Copies of the public notices are included in Appendix A.

Additionally, the Town of Cary sent letters to all Cary residents within 1,000 feet of the corridor on March 20, 2009 notifying them about Workshop #2. The Town of Apex included announcements for both workshops in their utility bills and Chatham County included a public notice on their website. The Town of Cary letter and Chatham County Public Notice are included in Appendix A.

8.1.2 SUMMARY OF PUBLIC INVOLVEMENT OPPORTUNITIES AND MAJOR COMMENTS

Two workshops, one community meeting and two stakeholder meetings were held during the course of the study. The workshops were announced through public notices, newsletters and on the US 64 Corridor Study website. The handouts distributed during the sessions and the presentations made at each of the major public involvement activities are included in Appendix A. Brief descriptions of the workshops are provided in this section along with a short description of the major themes expressed in the public comments.

8.1.2.1 Workshop #1

Two public workshops were held on May 19 and 20, 2008 at the following locations:

Date: May 19, 2008
 Time: 5:00 – 8:00 PM
 Location: Apex High School
 1501 Laura Duncan Road, Apex



Date: May 20, 2008
 Time: 5:00 – 8:00 PM
 Location: Northwood High School
 310 Northwood High School Road, Pittsboro

The public was provided the opportunity to listen to a presentation describing the project and review maps showing the long-term solution alternatives. Participants were encouraged to talk to NCDOT staff and project team members and provide comments. The materials for this workshop were also available at the Eva Perry Library in Apex and the Pittsboro Memorial Library in Pittsboro. All attendees received a project handout with a comment form.

A total of 222 participants signed in at the two workshops (May 19 - 171; May 20 - 51). NCDOT also received 49 comment sheets, emails, or letters regarding the project during the comment period for the workshop. A summary of all of the comments received is included in Appendix B and a summary of the major themes from the comments follows:

- Many of the comments focused on a concern for access, impacts to property and effects of property values in the study area.
- Access concerns focused on opposition to individual neighborhoods being blocked for emergency vehicles, school buses and public buses. Some participants did not like the service road system.
- There was concern about providing better pedestrian and bike facilities and access to/from public facilities.
- Out of 47 comments, only 13 people clearly stated a preference to the proposed alternatives. Alternative 2 received eight supporters, Alternative 3 had three supporters and two favored Alternative 1.

8.1.2.2 Workshop #2

Two public workshops were held on April 27 and 28, 2009 at the following locations:

Date: April 27, 2009
 Time: 5:00 – 8:00 PM
 Location: Apex High School

Date: April 28, 2009
 Time: 5:00 – 8:00 PM
 Location: Horton Middle School



The public was provided the opportunity to listen to a presentation describing the project and review maps showing the long-term solution alternatives, short-term solution alternatives, land use assessment and implementation plan. Participants were encouraged to talk to NCDOT staff and project team members and provide comments. The materials for this workshop were also available at the Eva Perry Library in Apex and the Pittsboro Memorial Library in Pittsboro. All attendees received a project handout with a comment form.

A total of 171 participants signed in at the two workshops (April 27 - 143; April 28 - 28). The Corridor Study Team received comment sheets, e-mails, or letters regarding the project during the comment period for the workshop from a total of 195 individuals, groups of individuals or businesses. Additionally, a petition signed by approximately 2,500 individuals was submitted. A summary of all of the comments received is included in Appendix B and a summary of the major themes from the comments follows:

General Comments

- A petition signed by approximately 2,500 individuals was submitted requesting that all further action be stopped until citizen objections are resolved.
- Several people requested longer public comment periods, additional community meetings and additional measures to expand public awareness of the study and study process.
- Many of the comments focused on funding for the short- and long-term improvements, including, where funding would come from and why improvements to US 64 would be funded when other aspects of the State budget are in jeopardy.
- Some comments noted concern as to whether plans are being coordinated with land use and other transportation plans in both Chatham and Wake counties and the municipalities.
- Specific comments related to the number of lanes, pedestrians near the high school, access and safety issues.
- Individuals questioned the need for improvements to US 64 and the need relative to other roadways they considered to be more congested.
- Comments conveyed concerns about negative impacts to property owners and property values along the corridor.
- Several comments focused on the need for bicycle and pedestrian elements to be included in the study, specifically citing a need for the ability to cross US 64 by bike or on foot.

- Individuals noted concern about the environmental effects of the improvements to US 64, specifically mentioning: air pollution, noise, water run-off and removal of trees.
- Other comments questioned whether transit options were under consideration.
- Several comments were in support of the proposed improvements and encouraged moving forward.

Comments on Short-term Improvements

- Individuals made comments against the short-term improvements, generally indicating that they would not really solve any problems, would not improve traffic flow, and would disrupt the surrounding communities.
- Comments were made about safety concerns of a super-street for bicyclists, pedestrians and motorists.
- Individuals thought the superstreet would have negative impacts on businesses and would divide the community.
- Individuals requested noise walls in certain locations, pedestrian and bicycle considerations, traffic signal coordination and other specific items.

Comments on Long-term Improvements

- Individuals were concerned about impacts to their property, neighborhoods and access onto US 64.
- Individuals were concerned about noise.
- Several comments described general opposition to turning US 64 into an expressway and freeway.



Comments on Expressway portion of long-term improvements for Cary/Apex

Many individuals focused their comments on this particular section of the corridor. There was also a petition signed by 2500 individuals voicing opposition to an extended elevated expressway. In general, comments focused on the following:

- Concern about impacts to the quality of life and property value for residents along this portion of the corridor, specifically in the MacGregor Downs and MacGregor West subdivisions.
- Concern about impacts to community cohesion and the character of the area.
- Concern about safety of motorists, pedestrians and cyclists, particularly near Apex High School.
- Questions about whether the improvements are really needed. Suggestions were made that traffic should be routed to 540 and that the community in this area should not be negatively impacted in order to support suburban sprawl in outlying areas.
- Concerns about access to neighborhoods and businesses.
- Individuals questioned the methods used to inform the public about the study and indicated more needs to be done to collaborate with surrounding communities about the planned improvements. A few comments

indicated that the purpose of the workshops was not clear and, specifically, that people did not realize they could voice opposition to the plans.

- Other comments conveyed general support for the plans.

Comments on Using NC 540 as a Bypass of US 64

A number of comments were received that suggested NC 540 should be used as a bypass of US 64, alleviating the need (or future need) of converting US 64 to a freeway and expressway and reserving it for local traffic. Some comments suggested that NCDOT should at least wait until NC 540 is complete and then evaluate whether there is a need for improvements to US 64.

8.1.2.3 Community Meeting

A Community Meeting was held on July 16, 2009 from 6:30 – 9:00 PM at Green Hope High School in Cary. The public was provided the opportunity to listen to a presentation describing the section of US 64 in Wake County, and were encouraged to ask questions and provide comments. Corridor Study Team members were available to talk with participants during the entire meeting. All attendees received handouts, which included a “Top 10 Questions and Concerns” sheet, Study Fact Sheet, Frequently Asked Questions and Answers, and a Community Meeting Comment Form.

A total of approximately 250 participants attended the meeting. The US 64 Corridor Study Team received comment forms, e-mails, or letters regarding the project during the comment period (July 16-31) for the meeting from a total of 63 individual citizens or businesses. A summary of all of the comments received is included in Appendix B and a summary of the major themes from the comments follows:

General Comments

- The speed limit along US 64 is too high.
- US 64 is a local road and should be treated more like a street and less like a highway.
- There is no need for the improvements.
- The proposed NC 540 Triangle Expressway and US 1 would provide a bypass of the area in Cary and Apex and US 64 wouldn't require the magnitude of changes proposed.
- Some citizens requested extending the public comment collection period beyond July 31, 2009 and expand public awareness of the study and study process (include Chambers, neighborhood groups, etc.).
- Individuals asked to halt this project and wait until I-540 is completed to assess the US 64 needs.
- Many comments recognized the need for improvements but are not willing to accept road changes that cause undesirable quality of life in the community.
- Several comments suggested traffic signal synchronization to assist traffic flows.
- Individuals questioned the methods used to inform the public about the study and indicated more needs to be done to collaborate with surrounding communities about the planned improvements.
- Some citizens question how this project can get approved if the community is opposed to it.
- Some citizens question the data used and would like the studies to be redone based on the future and how the economy is now (reduction in businesses, etc.).

- A few citizens would like nothing done and suggested reducing the speed limit.

Comments on Superstreet/Short-term Solution

- The Superstreet would not be safe, especially with requiring u-turns and weaving across traffic.
- Aesthetics along the corridor would be negatively affected by the Superstreet.
- The speed limit along US 64 is too high.
- The Superstreet would not preserve the community along the corridor and would divide the communities on the north and south side of the highway.
- Connectivity across US 64 would be negatively affected, especially to Apex Community Park.
- The Superstreet would have negative effects on access to neighborhoods and businesses.
- The Superstreet would increase the response time for emergency access vehicles.
- The navigation of the Superstreet would be confusing and would not improve traffic flow for vehicles.
- The navigation of the Superstreet for bicyclists (especially advanced bicyclists) would be unsafe if they were required to make the u-turn movements with vehicular traffic.
- The Superstreet would have negative effects on traffic operations for the minor streets.
- The Superstreet would be unsafe for bicycle travel along US 64 due to the u-turn bulb-outs.
- The two-stage diagonal pedestrian crossing required at Superstreet intersections is unsafe.
- The Superstreet would have a negative affect on access to the library.
- The use of a Superstreet at Laura Duncan Road near Apex High School and the safety of students crossing US 64, having to wait in the median during the two-stage crossing are concerning.
- The Superstreet would have a negative effect on school bus safety.
- Numerous citizens are interested in reviewing the data that supports the traffic flows for the superstreet concept.
- Several comments were in support of the proposed improvements, specifically the superstreet concept, and encouraged moving forward.

Comments on Expressway/Long-term Solution

- Aesthetics along the corridor would be negatively affected by the Long-term Solution.
- The Long-term Solution would create negative effects due to noise, especially for the residential areas.
- The Long-term Solution would not preserve the community along the corridor and would divide the communities on the north and south side of the highway.
- The Long-term Solution would not fit the scale and context of the corridor and would create a “Berlin Wall” affect.

- Connectivity across US 64 would be negatively affected, especially to Apex Community Park.
- The Long-term Solution would have negative effects on access to neighborhoods and businesses.
- The Long-term Solution would not be safe due to the traffic patterns and higher speeds.
- The Long-term Solution would have a negative effect on access to the library.
- The Long-term Solution would not provide adequate connections to greenways and pedestrian facilities.
- Access to Jordan Lake would be negatively affected and an expressway across Jordan Lake would create a bottleneck.
- The Long-term Solution did not include enough consideration for mass transit.
- The cost of implementing the Long-term solution would be too high and would not be a good investment.
- The Long-term Solution does not allow for safe bicycle travel along US 64 or for bicyclists crossing US 64
- The Long-term Solution would not adequately address pedestrians crossing US 64.
- An interchange at Laura Duncan Road would compromise the safety of students crossing US 64 from Apex High School.
- The Long-term Solution would be confusing and would be difficult for young drivers to understand.
- The Long-term Solution would not be safe for school buses.
- The Long-term Solution would reduce property values in the area.

8.1.2.4 Small Group Meetings

Throughout the study numerous meeting were held with stakeholders who had an interest in the study. The following is a listing of the small group meetings that have been held to discuss the study:

- Chatham County Board of Commissioners Meeting – April 21, 2008
- Chatham County Board of Commissioners Meeting – April 20, 2009
- Regional Transportation Alliance Meeting at Apex Chamber of Commerce – June 10, 2009
- Triangle Rural Planning Organization – Rural Technical Advisory Committee (RTAC) – June 18, 2009
- Save64.org Meeting at NCDOT – June 30, 2009
- Regional Transportation Alliance Meeting at Cary Town Hall – July 1, 2009
- Chatham County Board of Commissioners Meeting – July 20, 2009
- Stakeholders Follow-up Meeting – December 16, 2009

8.1.2.5 Local Officials Meeting

Prior to the Workshop #1 meetings a special meeting for local elected officials (on May 19, 2008 at Apex Town Hall and May 20, 2008 at Central Carolina Community College) was held to allow elected officials the opportunity to preview the materials that would be presented, ask questions and provide input. No elected officials from Wake County, the Town of Cary nor the Town of Apex attended the meeting on May 19th. The meeting on May 20th was attended by three Chatham County Commissioners; George Lucier, Mike Cross and Tom Vanderbeck.

8.1.2.6 Stakeholders Meetings

A Stakeholder Meeting was held at the Apex Town Hall on October 22, 2009 from 8:00 AM to 4:00 PM. The purposes of the workshop were to:

- discuss the comments received from the July 16th Community Meeting;
- discuss the results of the August 20th CST meeting to re-evaluate the plans;
- allow the stakeholders to provide feedback on revised recommendations;
- have a work session to discuss any concerns, ask questions and try to develop consensus on the solutions; and
- discuss the results of the work session and determine where consensus was established.



It was explained that, subsequent to the meeting, the CST would use the input received to make the draft final short- and long- term recommendations. The Draft Corridor Study Report would then be prepared and the public would have an opportunity to comment. Stakeholders requested a follow-up meeting be held to review the decision made by the CST which was held on December 16, 2009.

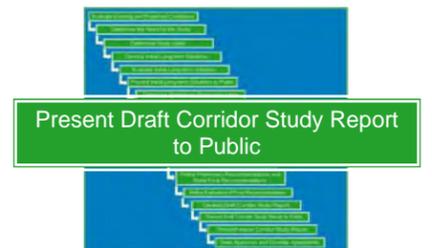
The Stakeholder Group included individuals representing the following interests:

- Apex High School
- CAMPO Bicycle and Pedestrian Task Force
- Save64.org
- Abbingdon Subdivision
- Castlewood Subdivision
- Knollwood Subdivision
- MacGregor West Subdivision
- Shepherd's Vineyard Subdivision
- Normandie Subdivision
- MacGregor Downs Subdivision
- Lord Corporation
- Bradley's Carpet

- Hendrick Auto Group
- Apex Chamber of Commerce
- Cary Chamber of Commerce

8.1.2.7 Draft Corridor Study Report Comment Period

The Draft US 64 Corridor Study Report was made available to the public on May 5, 2010 with comments on the plan being accepted until June 30, 2010. Chatham County requested an extension to provide comments and was provided additional time to review the draft study. Chatham County provided comments on August 30, 2010. A total of 83 comments were provided by individuals, groups, local governments or elected officials. The most substantial comments related to a desire to provide a facility that met what some local stakeholders envisioned for the corridor. Further, stakeholders stated their desire to maintain the existing aspects of the corridor that they perceived to be the positive. In general, a majority of the comments received on the study felt that the recommended solutions were too large and disruptive to the communities along US 64 as well as did not fit the unique context of the US 64 Corridor. A summary of the comments is included in Appendix B.



8.2 CORRIDOR STUDY TEAM INVOLVEMENT

A Corridor Study Team (CST) was created to provide guidance to and oversight of the study. The CST had substantial influence over every aspect and direction of the study. Their involvement was crucial for ensuring that the plans for US 64 are compatible with the needs, goals and planned land use for the surrounding communities. A brief summary of the topics discussed in each CST meeting is provided in this section. Detailed meeting minutes are included in the Appendix C. Team members include representatives from:

- North Carolina Department of Transportation (NCDOT)
- Capital Area Metropolitan Planning Organization (CAMPO)
- Triangle Area Rural Planning Organization (TARPO)
- Town of Cary
- Town of Apex
- Town of Pittsboro
- Wake County
- Chatham County
- North Carolina Turnpike Authority (NCTA)
- US Army Corps of Engineers
- North Carolina State Park Service
- Federal Highway Administration (FHWA)



8.2.1 CORRIDOR STUDY TEAM MEETING #1

The first CST meeting was held on December 12, 2007 in Apex. The purpose of the project kick-off meeting was to introduce the CST to each other, to the consultant and to the history and purpose of the study. The

CST reviewed the project management plan and administrative details and discussed data collection and next steps.

8.2.2 CORRIDOR STUDY TEAM MEETING #2

The second CST meeting was held on January 23, 2008 in Apex. The CST focused on public involvement, long term solution alternatives and understanding concepts necessary to evaluate alternatives. The CST reviewed and commented on the following items during the meeting:

- existing conditions maps
- possible study logos
- existing 2007 traffic conditions
- future 2035 no-build traffic conditions
- Newsletter #1
- website materials
- long-term solution alternatives



The team was also given an overview of design concepts for long-term solutions and an overview of design criteria (design speed and level of service) to be used for the corridor.

8.2.3 CORRIDOR STUDY TEAM MEETING #3

The third CST meeting was held on March 19, 2008 in Apex. The CST reviewed maps of the long-term solution alternatives and identified both “liked” and “disliked” components. This was followed by a presentation and discussion of project components (i.e., existing/2035 no-build capacity analysis, crash analysis, 2035 build traffic forecasts, control of access at interchanges, single-point interchanges vs. tight urban diamond interchanges) and the long-term solution alternatives. The first public workshop was discussed in detail including location, date, time, format and how it should be advertised. The meeting concluded with the CST selecting three alternatives for the long-term solution, that would be developed and presented at the workshop.

8.2.4 CORRIDOR STUDY TEAM MEETING #4

The fourth CST meeting was held on July 17, 2008 in Apex. The meeting began with a review of the public comments received from the first workshop.

Much of the meeting was devoted to the development of a preferred alternative for the long-term solution. The team looked at each of the alternatives, one segment at a time, discussed the components of each and concluded on a preferred alternative.

The CST also discussed short term solution alternatives. It was determined that one alternative would be a full superstreet alternative and the second alternative would include slight variations to the superstreet including potential reverse superstreet configurations or other measures at the more complex intersections to maximize life span and efficiency of the short-term option.

Towns and counties were asked to review land use maps and provide comment outside of the meeting. It was also noted that the study report must clearly indicate that a NEPA analysis will have to be done on projects along this corridor and that location and design changes could occur.

8.2.5 CORRIDOR STUDY TEAM MEETING #5

The fifth CST meeting was held on February 12, 2009 in Cary. A presentation was given on the superstreet concept and its advantages as the short-term solution for the US 64 corridor. The CST’s comments and questions were discussed. The CST provided comments specific to each intersection. It was determined that the consultants would evaluate the items discussed and determine if any configurations beside the superstreet would be appropriate for the corridor. A follow-up meeting would be held with the key individuals with an interest in the Cary/Apex area in order to present findings and determine the alternative or alternatives that would be presented at the public workshop

The CST was given an update on the status of the implementation plan. It was explained that the implementation plan would include sections on determining potential funding, determining corridor segments, developing the life-span of improvements, developing options for staged construction, and determining the priority of long-term improvements.

A brief overview of the land use analysis was provided including existing, interim and future land use maps. It was explained that all analyses were conducted with input from the municipalities and were consistent with local land use plans. The CST was told that the next steps for the land use analysis would be to overlay the conceptual short-term and long-term design on the interim and future land use maps, and to make recommendations of land use policy change for preserving mobility on the corridor.

Updates were also provided regarding:

- potential design changes at NC 540
- visualizations depicting the improvements to the corridor
- the use of a facilitator to moderate meetings and keep them on track
- The design of the preferred alternative for long-term improvements

8.2.6 CORRIDOR STUDY TEAM MEETING #6

The CST met on August 21, 2009 in Raleigh. The CST first reviewed a list of common concerns for the study based on the public input from the second workshop and the community meeting. The CST reviewed the short- and long-term alternatives discussing broader issues such as bicycle and pedestrian safety and then taking an intersection-by-intersection look at proposed solutions, discussing concerns and determining which treatment would be recommended for the short-term and long-term improvement at each location. The CST also discussed the outline for this report.

8.2.7 CORRIDOR STUDY TEAM MEETING #7

The CST met on March 25, 2010 in Cary. The CST reviewed the comments and the draft report and discussed how each comment would be included in the Draft Corridor Study Report. The CST also discussed the next steps in the process and determined when the Draft CSR would be released to the public for comment.

8.2.8 CORRIDOR STUDY TEAM MEETING #8

The CST met on September 21, 2010 in Apex. The CST reviewed the public comments on the draft report and discussed how each comment would be addressed in the Final Corridor Study Report. The CST also discussed the next steps in the process and determined that forming of Council of Planning would be discussed in greater detail in the future.

8.3 AGENCY INVOLVEMENT

The National Environmental Policy Act (NEPA)/Section 404 merger process is in place in North Carolina to move major projects jointly through the required NEPA analysis and Clean Water Act (Section 404) permitting processes. Through this process, a Merger Team made up of the different agencies with an interest in a project meet and come to an agreement on key decisions. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires coordination with agencies in planning stages. The CST and agency representatives from the Merger Team met jointly two times throughout the corridor study in order to facilitate early agency coordination and comply with SAFETEA-LU. Attendees of the two meetings included representatives from:

- Federal Highway Administration (FHWA)
- US Army Corps of Engineers (USACE)
- Environmental Protection Agency (EPA)
- US Fish and Wildlife Service (USFWS)
- NC Wildlife Resources Commission
- NC Department of Cultural Resources/State Historic Preservation Office
- NC Division of Water Quality
- NC Department of Environmental and Natural Resources
- NCDOT
- CAMPO
- Triangle J Council of Governments (TJCOG)
- NCTA

Brief summaries of the meetings are included in this section. Complete meeting minutes can be found in the Appendix C.

8.3.1 AGENCY TEAM MEETING #1

A meeting was held between the CST and the Merger Team on February 21, 2008 in Raleigh. The purpose of this meeting was to initiate early coordination with Federal, state, and local agencies. An overview of the US 64 Corridor Study was presented that included the following topics:

- Project overview
- Project (Phase IIA) description – project involves:
 - Functional design, long-term and short-term
 - Traffic forecasts
 - Identification of environmental features/issues
 - System linkage
 - Land use
 - Community/stakeholder involvement
 - Development of a phasing plan

- Preparation of a Corridor Study Report
- Merger Team participation:
 - Early agency coordination in planning phase is required for SAFETEA-LU compliance
 - Project is not looking for concurrence or permits
 - Seeking input on Purpose and Need and environmental resources
- Traffic volumes, operations, intersection/interchanges
- Purpose and Need
- Overview of identification of environmental issues
- Preliminary Study Alternatives

The Merger Team provided input throughout the presentation and commented specifically on historic properties, impacts to farmland, coordinating with developers of planned projects, water quality and USACE-owned property. Participants agreed that the next agency meeting would be held after alternatives are developed and public input is received on those alternatives.

8.3.2 AGENCY TEAM MEETING #2

A meeting was held between the CST and the Merger Team on April 20, 2010 in Raleigh. The purpose of this meeting was to continue coordination with Federal, state, and local agencies and present the information from the Draft Corridor Study Report. An overview of the US 64 Corridor Study was presented that included the following topics:

- Project overview
- Short-term Solution
- Long-term Solution
- Environmental Analysis

The Merger Team provided input throughout the presentation and commented specifically on historic properties, archeological sites, impacts to farmland, coordinating with developers of planned projects, water quality and USACE-owned property.



Capital Area Metropolitan Planning Organization

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