

FINDING OF ADVERSE EFFECT DOCUMENTATION

FOR

WESTERN WAKE FREEWAY

**FROM NC 55 AT SR 1172 (OLD SMITHFIELD ROAD) TO
NC 55 NEAR SR 1630 (ALSTON AVENUE),**

**APPROXIMATELY 12 MILES, IN
WAKE COUNTY, NC**

WAKE COUNTY

TIP #R-2635

STATE PROJECT #6.408006T



The
**HISTORIC
ARCHITECTURE**
Section

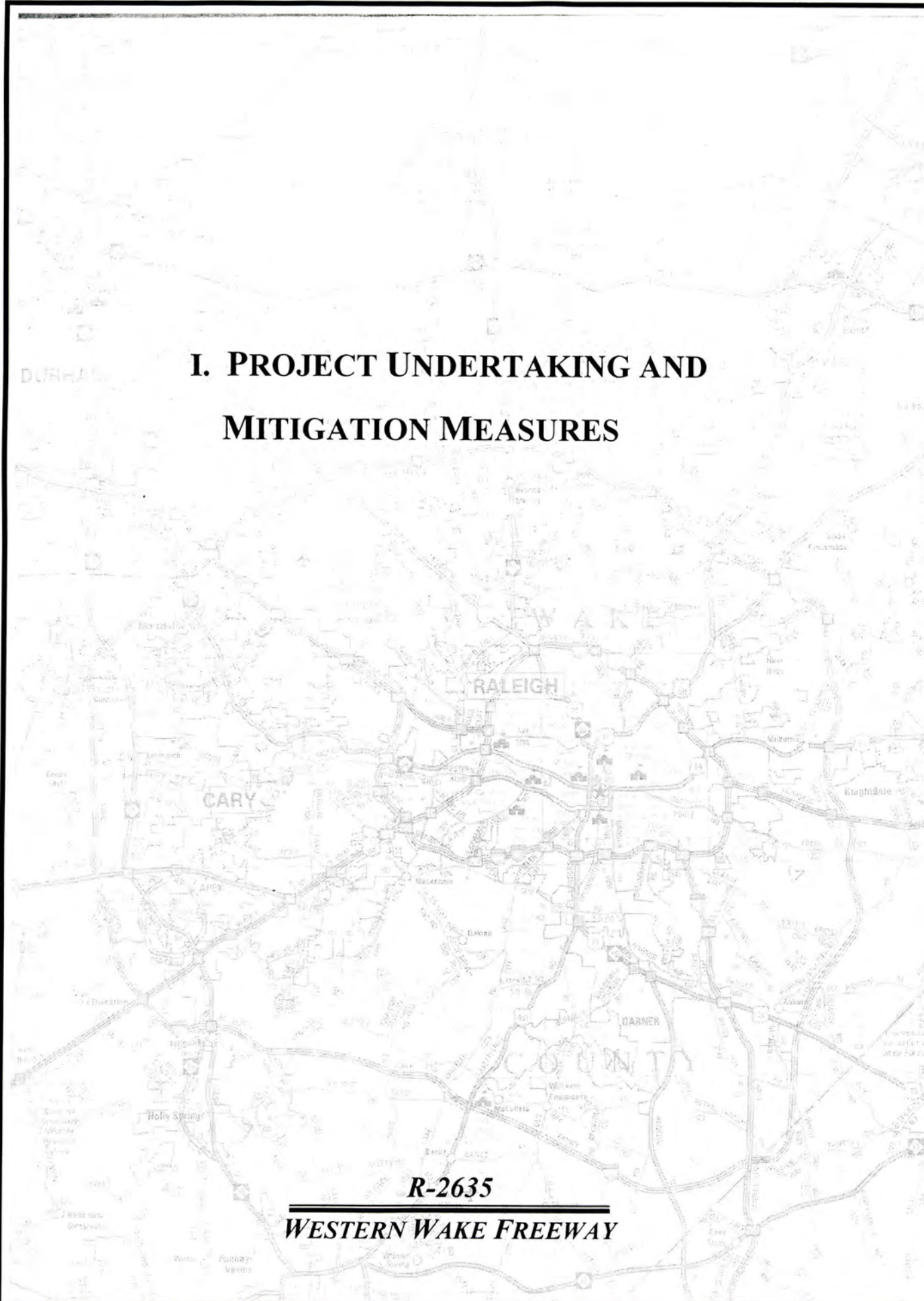
NCDOT
1 South Wilmington Street
P.O. Box 25201
Raleigh, NC 27611-5201

**T 919-733-7844
F 919-733-9794
www.dot.state.nc.us**



TABLE OF CONTENTS

- I. PROJECT UNDERTAKING & MITIGATION MEASURES
- II. PROJECT MAPS
 - A. PROJECT VICINITY MAP
 - B. HISTORIC ARCHITECTURE RESOURCES MAP
- III. ABSTRACT OF HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
- IV. GREEN LEVEL HISTORIC DISTRICT - NATIONAL REGISTER NOMINATION
- V. CONCURRENCE FORM FOR ASSESSMENT OF EFFECTS
- VI. CORRESPONDENCE & PUBLICATIONS



**I. PROJECT UNDERTAKING AND
MITIGATION MEASURES**

R-2635

WESTERN WAKE FREEWAY

1. Brief Description of the Undertaking

The proposed project (TIP No. R-2635), referred to as the Western Wake Freeway, is planned as a six-lane, median divided freeway on new location, in Wake County, North Carolina. The purpose of the project is to provide a high-speed, multi-lane, controlled-access freeway to accommodate the increasing transportation demand in the Raleigh area. The Western Wake Freeway is an important part of the proposed Raleigh Outer Loop, an element of the *Wake County Thoroughfare Plan*, and is intended to abate congestion on I-440 and local arterials such as NC 55 and NC 54. The fully controlled-access freeway will be approximately 20 kilometers (12.4 miles) in length and will traverse the western incorporated limits of the Town of Apex and the extraterritorial jurisdiction of the Town of Cary, as well as unincorporated areas of western Wake County.

2. Description of the Efforts to Identify Historic Properties

See the attached description of the two historic resources determined eligible for the National Register: the **Green Level Historic District** and the **Green Level Baptist Church** (located within the boundary of the historic district). This information is derived from the North Carolina Department of Transportation Phase II Historic Architectural Resources Survey Report and the Draft Environmental Impact Statement (DEIS) by United States Department of Transportation, FHWA, and NCDOT (10-15-1999).

3. Description of the Affected Historic Property

See above-referenced reports.

4. Description of the Undertaking's Effects on the Historic Properties

Alternative A (Preferred) is located approximately 762 meters (2,500 feet) east of the Green Level Historic District (which includes the Green Level Baptist Church). Under Alternative A, no buildings in the historic district will be demolished. The proposed interchange location for Alternative A would serve Green Level Road. The interchange would be visually blocked from the historic district by woodlands surrounding White Oak Creek and Batchelor Branch. Although the interchange would not be visible from the historic district, its introduction has the potential to alter the setting of the historic district as an indirect or secondary effect (DEIS, IV-19). The Federal Highway Administration, in consultation with the North Carolina State Historic Preservation Officer (SHPO), has determined that Alternative A will have an adverse effect on the Green Level Historic District (DEIS, S-8; IV-19).

5. Description of any Proposed Mitigation Measures or Alternatives Considered to Deal with Undertaking's Effects on the Historic Property

The approved DEIS evaluated five basic alternatives: the No-Build Alternative, the Transportation System Management (TSM) Alternative, the Widen Existing NC 55 Alternative, the Mass Transit Alternative, and the Build Alternative. The Build Alternative consisted of five corridors west of the towns of Apex and Cary. Following preliminary evaluations, the No-Build Alternative, the Transportation System Management (TSM) Alternative, the Widen Existing NC 55, and the Mass Transit Alternatives were eliminated from further consideration. The remaining Build Alternatives (Alternatives A, C, & D) were evaluated in detail in the DEIS.

An "Environmental Project Team" which included representatives from the Corps of Engineers, Federal Highway Administration, NC Department of Transportation, US Fish and Wildlife Service, NC Department of Environmental and Natural Resources Division of Water Quality, Wildlife Resources Commission, State Historic Preservation Office, and Capitol Area Metropolitan Planning Organization met on August 10, 2000. The "Environmental Project Team" selected Alternative A as the least environmentally damaging practical alternative (LEDPA) on August 23, 2000.

No-Build Alternative (Eliminated from Consideration)

The No Build Alternative is inconsistent with the stated transportation goals of Wake County, the towns of Cary and Apex, and the state of North Carolina. The No-Build Alternative would result in rapid degradation of the overall street network within the project area, particularly NC 55, the only continuous north-south route in western Wake County. The No-Build Alternative would not serve the transportation objectives and projected needs of the study area (DEIS, II-2).

Transportation System Management (TSM) Alternative (Eliminated from Consideration)

The TSM Alternative involves a strategy for maximizing the efficiency and effectiveness of existing transportation facilities. TSM actions alone generally do not resolve problems associated with high traffic volumes. By 2020, most key intersections along NC 55 will be signalized. A combination of signalization and synchronization of the traffic signals in 2020 will reduce delay, but it will not provide the increase capacity needed to accommodate traffic demand. Therefore the TSM alternative does not meet the purpose and need of the project.

Widening Improvements to NC 55 (Eliminated from Consideration)

Widening of NC 55 will not accommodate the forecasted regional traffic demand for the area, or meet the purpose and need of the project. The project's goal is to provide a regional facility to accommodate commuters and others traveling through central North Carolina. The Western Wake Freeway will reduce travel

time and its associated costs for commuters living in southern Wake County, Harnett County, and Cumberland County. If the project was not constructed and NC 55 continues to serve as the only north-south commuter route, their travel time and costs would increase substantially over time.

Mass Transit (Eliminated from Consideration)

Plans have been developed which call for the provision of certain transit services in the study area by 2020. The Triangle Transit Authority (TTA) adopted as its *Recommendations for a Regional Transit Plan* in October, 1995. The plan states that transit and highway construction will both be necessary to serve the increasing population of the Triangle Region. While expansion of bus service to many outlying municipalities may occur by 2010, no specific plans for expanding into the Western Wake Freeway study area have been developed. Rail service into the area may be implemented after 2020. Mass Transit can assist in serving the transportation needs of the region's expanding population, however it cannot accommodate the projected transportation demand generated by the development of Western Wake County during the next twenty-five years.

Build Alternatives

- **Alternative A (Preferred)**

This detailed study alternative is proposed to provide a six-lane, controlled-access freeway, divided by a 14 meter (46 foot) wide median. Interchanges are proposed at the planned NC 55/Holly Springs Bypass, US 1, Old US 1, US 64, Green Level Road, and NC 55 at the project's north terminus. The interchange location for Alternative A would be approximately 762 meters (2,500 feet) east of the boundary of the Green Level Historic District. The interchange would be visually blocked from the historic district by the woodlands surrounding White Oak Creek and Batchelor Branch.

In discussions between NCDOT and the North Carolina SHPO regarding Alternative A, both parties agreed that

- ◆ Historic District Signage Project: NCDOT will work with Cary, the Commission, and the North Carolina SHPO to plan and develop highway signage for and in the vicinity of the Green Level Historic District. The purpose of the highway signage is to identify entry into the Green Level Historic District. The signage project will also include small-scale landscaping around each sign. This signage project will include at least four (4) signs and is restricted to identifying the historic district proper. It will not identify individual properties within the district.

◆ Funding of Historic District Signage Project: NCDOT will partner with state and local government entities, and other contributing parties, to fund the Historic District Signage Project. NCDOT funds should not exceed 80% of the total project cost. NCDOT will provide on-going maintenance for the signs and landscaping.

◆ Assistance in Applying for TEA-21 Enhancement Funds for Viewshed Protection: NCDOT will provide assistance in the application process for TEA-21 Enhancement Funds to purchase land for the purpose of protecting the viewshed of the Green Level Historic District. The next statewide call for projects will be scheduled in 2002. Typically, funding is available for the purchase of scenic viewsheds and historic sites. NCDOT cannot guarantee that this viewshed protection project will be accepted. The intent is to provide support for the TEA-21 Enhancement Funds application.

• **Alternative B (Eliminated from Consideration)**

This preliminary alternative is located in a sparsely developed area near the state and federal recreational and game land property associated with the B. Everett Jordan Reservoir. Alternative B was eliminated due to its potential impact to high quality wetlands, fragment area of natural habitat, and its close proximity to a regional drinking water supply source at B. Everett Jordan Reservoir.

• **Alternative C (Eliminated from Consideration)**

This detailed study alternative is proposed to provide a six-lane, controlled-access freeway, divided by a 14 meter (46 foot) wide median. Interchanges are proposed at the planned NC 55/Holly Springs Bypass, US 1, Old US 1, US 64, Green Level Road, and NC 55 at the project's north terminus. The interchange location for Alternative C would be approximately 762 meters (2,500 feet) east of the boundary of the Green Level Historic District. The interchange would be visually blocked from the historic district by the woodlands surrounding White Oak Creek and Batchelor Branch. At a formal corridor public hearing on June 27 2000, the Mayor of Apex issued a statement opposing Alternative C. Representatives from several neighborhoods including Kelly Glen, Cameron Park, and Haddon Hall opposed Alternative C as well. Another public comment regarding Alternative C noted that "there would be a negative impacts to the historic district of Apex."

• **Alternative D (Eliminated from Consideration)**

This detailed study alternative is proposed to provide a six-lane, controlled-access freeway, divided by a 14 meter (46 foot) wide median. Interchanges are proposed at the planned NC 55/Holly Springs Bypass, US 1, Old US 1, US 64, Green Level Road, and NC 55 at the project's north terminus. A portion of the Green Level Historic District is located within the Alternative D study corridor. The proposed interchange with Green Level Road would

be adjacent to the historic district boundary. However, the interchange would be designed to avoid infringing onto properties listed in the National Register. Subsequent to its selection as a detailed study alternative, the Town of Cary purchased land within the Alternative D corridor for a future park. Under Section 4(f) of the Department of Transportation Act, publicly owned parkland cannot be used for highway purposes unless no feasible and prudent alternative to impacting the parkland exists. In addition, Alternative D would impact a greater amount of wetlands and residences than either Alternative A or C.

• **Alternative E (Eliminated from Consideration)**

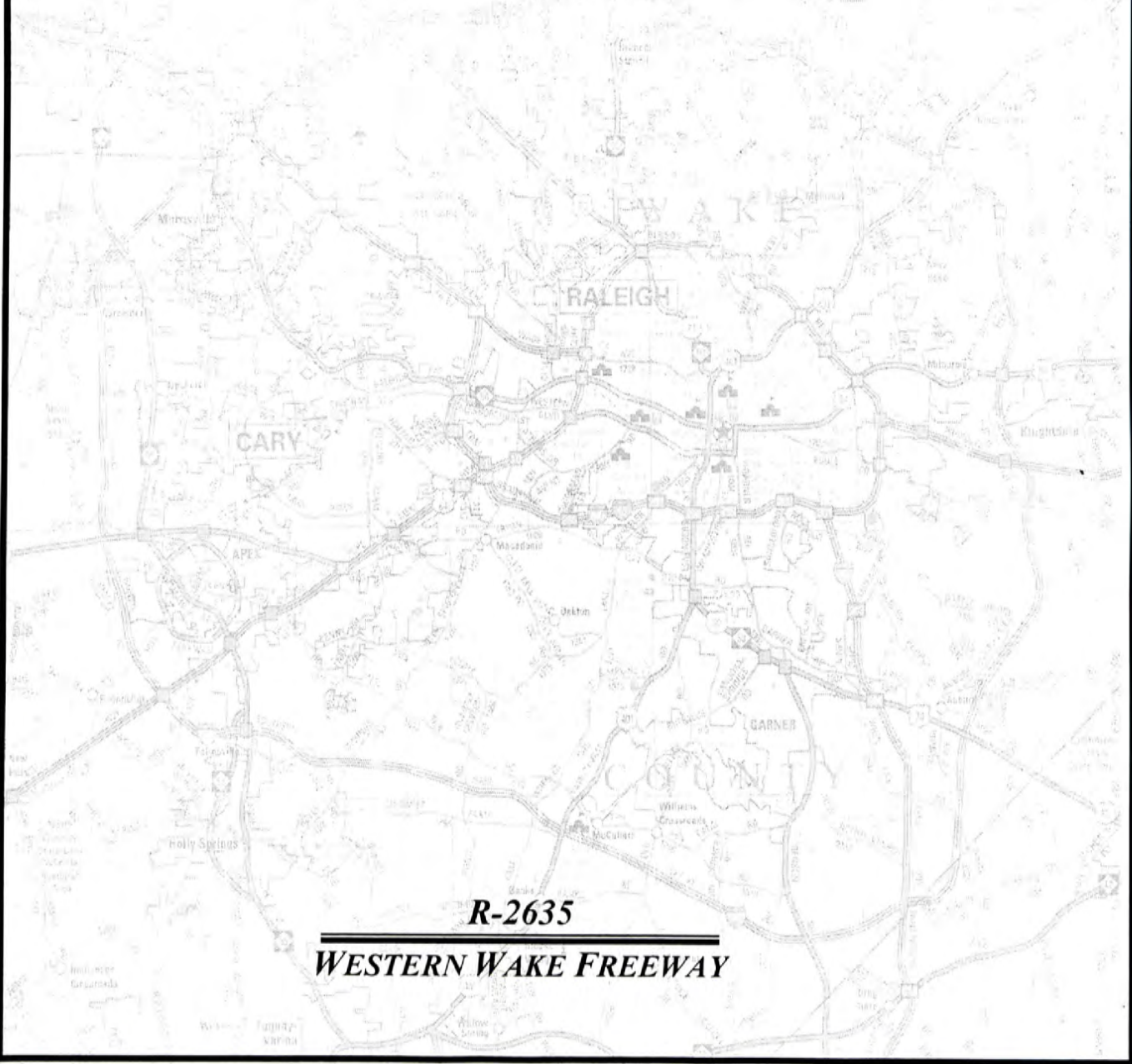
This alternative would upgrade NC 55 within the study area to freeway standards using service roads to provide access to adjacent properties. This alternative would have serious impacts to the neighborhoods along NC 55. This alternative was eliminated due to its social and community impacts and its inconsistency with local land use plans.

6. Summary of the Views of the State Historic Preservation Office and Any Interested Parties

See attached Concurrence Forms for Assessment of Effects.

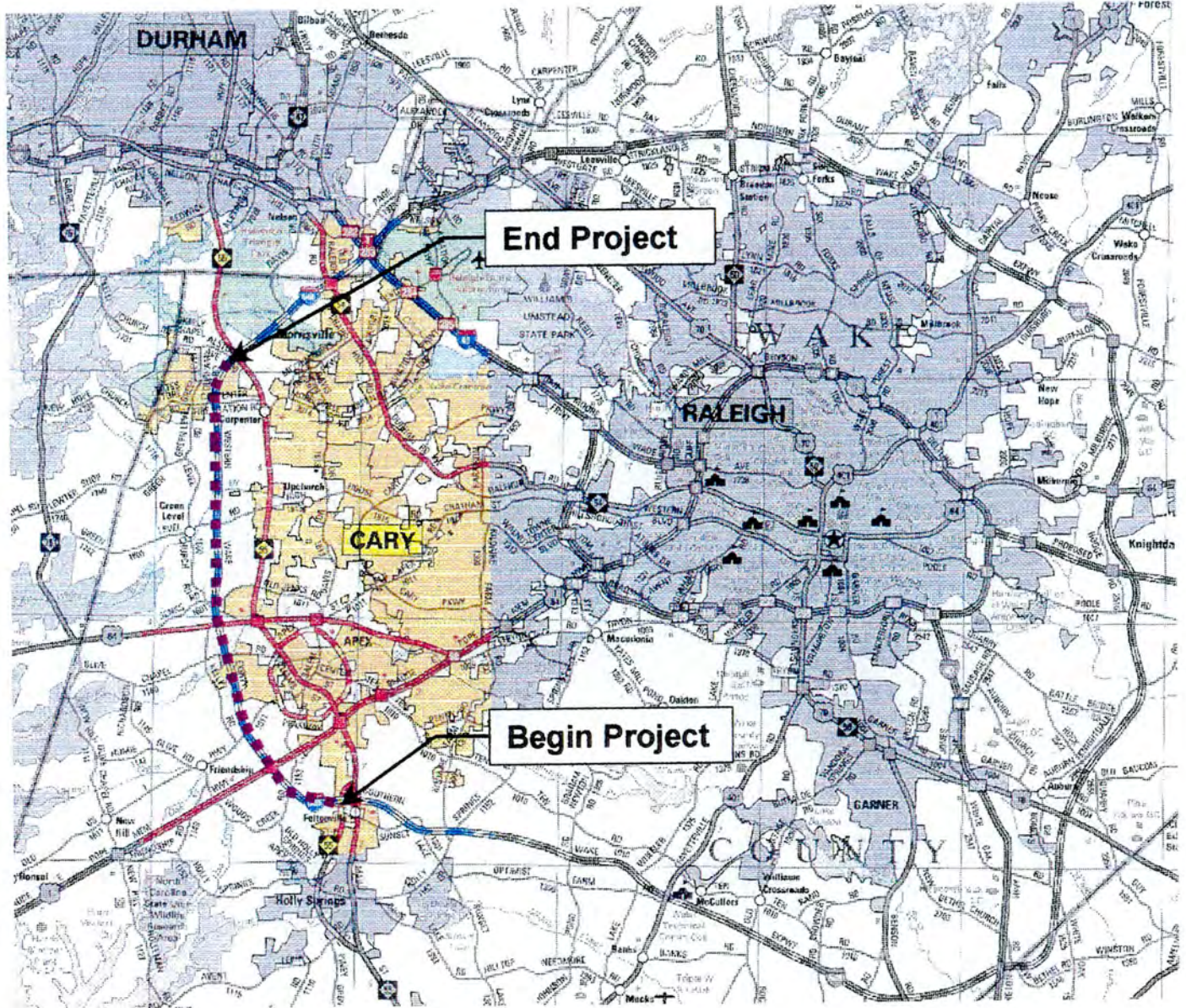
DURHAM

II. PROJECT MAPS



R-2635

WESTERN WAKE FREEWAY



N



Historic Architecture
 NCDOT
 1 South Wilmington Street
 P.O. Box 25201
 Raleigh, NC 27611-5201

T 919-733-7844
 F 919-733-9794
 www.dot.state.nc.us

Project

**Western Wake Freeway
 Wake County, North Carolina**

Sheet Title

PROJECT VICINITY MAP

Drawn By:
Silverman

Issue Date:
12-10-00

File Name:
map_1.ppt

TIP No.

R-2635

Scale

Sheet No.

VIC-1



HISTORIC ARCHITECTURE
 NCDOT
 1 South Wilmington Street
 P.O. Box 25201
 Raleigh, NC 27611-5201
 T 919-733-7844
 F 919-733-9794
 www.dot.state.nc.us



R-2635
WESTERN WAKE FREEWAY
WAKE COUNTY, NORTH CAROLINA
HISTORIC ARCHITECTURAL
RESOURCES MAP

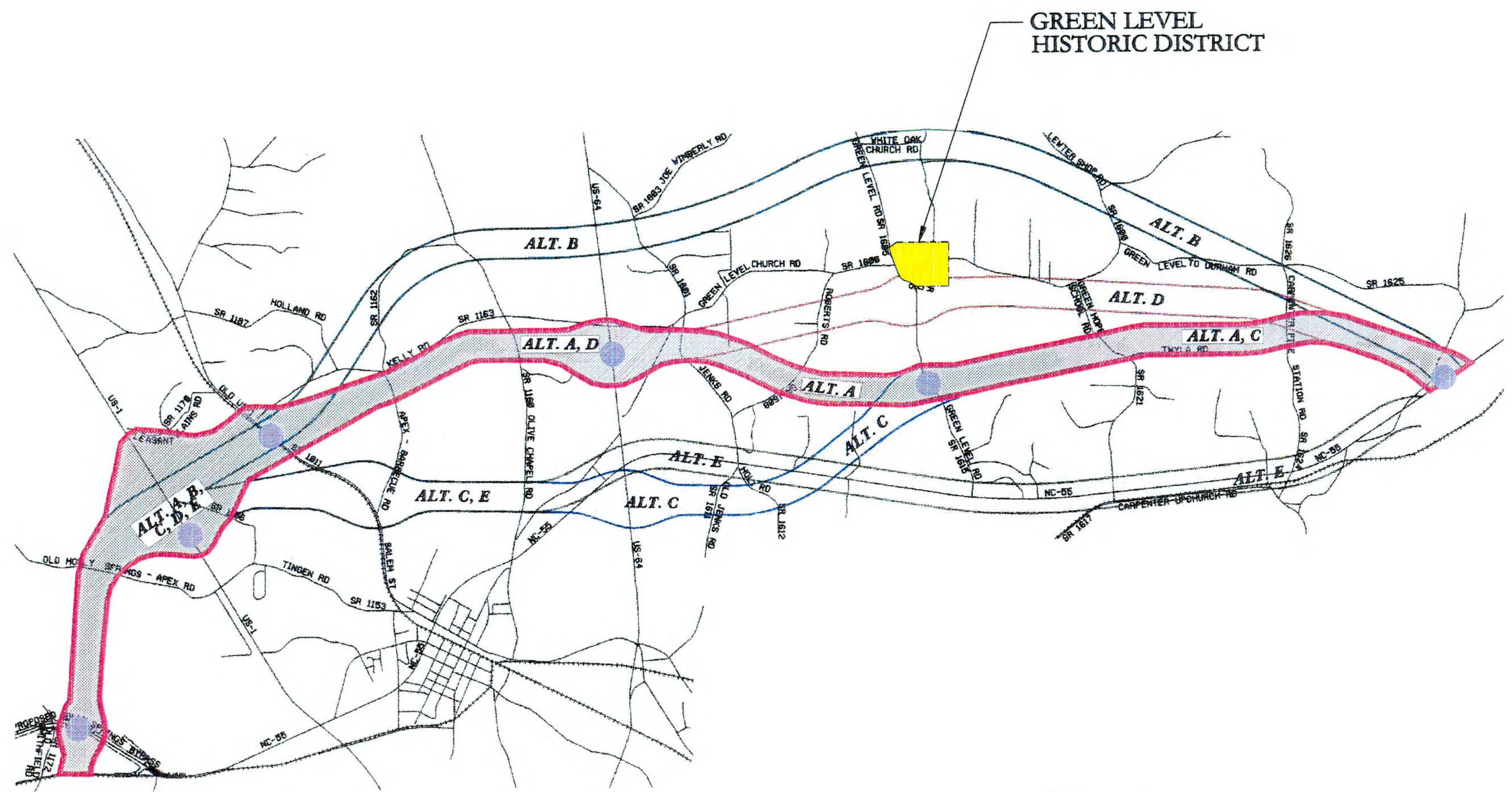
Project
 Sheet Title

Supervisor
M. FURR
 Principal Investigator
E. DAVIS
 Produced By
R. SILVERMAN
 Computer File Name
alt_a_map

Issue Date: 11-10-00

Work Order No
6.408006T

TIP No Sheet No
R-2635 A1.1



- Historic District
- Proposed Interchange
- Preferred Alternative



**III. ABSTRACT OF HISTORIC
ARCHITECTURAL RESOURCES
SURVEY REPORT**

R-2635

WESTERN WAKE FREEWAY

Historic and Architectural Contexts of Wake County

**adapted from the recent National Register of Historic Places Multiple Property Documentation Form "Historic and Architectural Resources of Wake County, North Carolina (ca 1770 - 1941)," by Kelly Lally and Todd Johnson and The Historic Architecture of Wake County, North Carolina (1994) by Kelly Lally.*

Historic Context

English yeoman and planter families, along with a few Scotch-Irish, first settled the Wake County area in the 1730s. Wake County was created in 1771 from Johnston, Cumberland and Orange Counties and was chosen for the North Carolina capital in 1792. Subsistence farming provided the basis for rural Wake County's economy until the 1840s and 1850s, when railroad construction in the area encouraged some expansion into the commercial production of cotton and tobacco.

Cotton production dominated the Wake County economy after the Civil War, but declining cotton prices forced many farmers into debt and tenancy. The development of bright leaf tobacco in the 1880s as an attractive cash crop, along with the expansion of the railroad, brought some growth and prosperity for the farmers of rural Wake County, but most of Wake County's small farms still operated under the tenant system.

The increasing development of industry, mainly textile mills, in the 1890s provided an alternative for the small tenant farmer. The result was growing industrialization and urbanization around Raleigh, and further growth for smaller towns such as Fuquay Springs, Apex, and Wendell that had already experienced growth as a direct result of the expansion of the railroads and tobacco production. Cotton and tobacco production remained lucrative for farmers after World War I, but an agricultural depression in the 1920s, followed by the Great Depression of the 1930s, changed forever the character of rural Wake County. "By the time of World War II, a county that was once predominantly rural and agricultural was becoming increasingly urban and oriented toward commercial and industrial interests" (Lally, p. 137).

Architectural Context

The grand eighteenth-century Neoclassical or palatial nineteenth-century Greek Revival plantation houses found in some areas of eastern North Carolina are not representative of the residences of most of Wake County's early population. Log, and later frame, construction was the most popular method of building in the eighteenth and nineteenth centuries, although few early examples survive today. The houses of most of the early (and indeed later) Wake County citizenry were traditional in plan and conservative in ornamentation.

Most of these early houses had either one room or two rooms, and were either one, one-and-one-half, or two-stories tall. "Porches, which shaded houses from the summer heat and often served as outdoor living spaces, were built as integral parts of even the smallest dwellings. Eighteenth- and nineteenth-century houses with engaged or semi-engaged porches and rear sheds are often referred to as "coastal cottages" due to their proliferation in eastern North Carolina. Like most early dwellings, these houses are generally one to one and a half stories tall with small enclosed interior stairways leading to upper lofts" (Lally, p. 30). The "coastal cottage" proved popular with early nineteenth-century farmers, but relatively few survive today.

Lally and Johnson noted two general trends in the architecture of this period. First, most houses in the eighteenth and nineteenth centuries grew either from earlier one or two-room structures, or were newly built, with the owners often using their old quarters as outbuildings. This was not restricted to the smaller planter or farmers of Wake County, however; some of the wealthiest eighteenth-century planters began their homesteads with small two-room hall-parlor plan houses (albeit with well-executed Neoclassical or Federal trim). Second, traditional houses were often updated periodically in the current style, or to add modern conveniences. "Many houses show the progression of styles with additions, new porches and windows, and trim. In the late nineteenth century, many Greek Revival porticoes were replaced with full-facade or wrap-around porches decorated with sawn and turned ornament. Many of these were replaced, in turn, with Craftsman- or Colonial Revival-style porches in the twentieth century" (Lally and Johnson, p. F-124).

The application of current stylistic details to traditional building plans remained a constant characteristic of Wake County domestic architecture until the turn of the twentieth century. Post-Civil War builders benefited from advancements in lumber-milling technology and from the extension of the railroad, which made commercial millwork increasingly available to the average builder. For much of the nineteenth century builders dressed up the single-pile hall-parlor house (and later the single- or double-pile central passage house) in different styles ranging from the Greek Revival to the Italianate to the Queen Anne.

The invention of balloon frame construction after the Civil War led to the development of different house types. The addition of a central gable to the popular two-story single-pile house represented the biggest change in North Carolina domestic architecture before World War I, and it became the most popular house plan in Wake County by the turn of the twentieth century. Another new house type was the bungalow. Builders dressed up these houses with Colonial Revival trim, and with Craftsman details after 1910. House magazines and pattern books help make these new houses popular across the county, and the availability of commercial millwork spurred their construction: any homeowner could now copy almost any style he wanted with the application of inexpensive wood trim and finishes.

The farm complex remained the standard property type for rural Wake County until World War II, and often the only change to be found between antebellum farms and those established around the turn of the twentieth century was the style of the principle dwellings. After the Civil War most farm dwellings retained their traditional plans, and featured simple Greek Revival, Victorian, or Colonial Revival detailing. Craftsman-style details became more popular in the early twentieth century, and were applied to more traditional farm dwellings as well as the newly fashionable bungalow and foursquare house types. Tenant houses on these farm complexes were usually built on a simple plan and finished in a plain fashion. The simple gable-front house, and the side-gable house with rear ell extension, were commonly used for tenant housing in the late nineteenth and early twentieth centuries.

Today many of these farm complexes and small rural communities, once so numerous in Wake County, have largely disappeared in the face of intense developmental pressure. A windshield survey of southwest Wake County revealed only a few intact turn-of-the-century farmsteads and small rural communities.

Properties Eligible for the National Register:

**Green Level Historic District
(WA 1006)**

Green Level Historic District

Location: Junction of SR 1605 and SR 1600.

Previous Information: Green Level is located on an early nineteenth-century stagecoach road which connected Raleigh to Pittsboro. The community is purported to have been named "Green Level" by an Indian who described the land as particularly green and level.

"A post office was established at Green Level in the 1840's; and in the post-Civil War period a Masonic lodge (1867) and a Missionary Baptist church (1870) were organized. The surrounding vicinity also had seven stores, two grist- and sawmills, and a school by the 1870s. In the early 1920s a rural sociological study of Wake County ranked Green Level as a farm-operator village, since all its inhabitants were involved in either farming or mercantile operations. The area's close proximity to Cary and Research Triangle Park has resulted in significant population growth in recent years. The town of Cary has annexed much of the rolling pasture- and farmland around Green Level, bringing further changes to the traditional landscape." (Lally, p. 340).

Within the village of Green Level are located a number of architecturally significant structures. Of particular interest are the Green Level Baptist Church (WA 1005), and the Alious Mills farm and store (WA 1004).

"Built around 1904, the Green Level Baptist Church is one of the best-preserved examples of rural church architecture in Wake County. The frame, cruciform building features typical vernacular Gothic Revival details, such as pointed-arch windows and vents and a tower at the central bay, as well as other notable decorative elements including curved rafter ends and small circular windows in each of the side gables. Inside, the church follows an auditorium plan; the floor slopes to provide a clear view of the pulpit from all sections of the building. The interior walls are sheathed with a mixture of horizontal, vertical, and diagonal tongue-and-groove boards. A two-story brick educational wing was added to the southwest side of the building in 1975." (Lally, pp. 340-341). The Green Level Baptist Church was placed on the State Study List on July 13, 1995.

"Alious Mills built a store and house around 1916 in the cross-roads community of Green Level. Before this time, Mills worked for Vic Council, owner of another general merchandise store in the community. The Mills store, which exhibits the traditional gable-front form of rural commercial buildings, is the only surviving early twentieth-century store in Green Level. The two-story frame building is

clad in plain weatherboards and has one-story wide wings and a later rear addition. Both the west and south elevations feature double doors.

The two-story L-plan house on the lot adjacent to the store is situated in a grove of mature hardwood trees. The prominent dwelling is topped by a high hip roof and, like many houses of the same era, features interior brick chimneys, large one-over-one sash windows, and a wraparound porch with Doric supports. Beside and behind the house are several frame out-buildings; some are recent, but most are contemporary with the dwelling and store. These include a covered well; a corn-crib; a feed barn; a tobacco strip room; and a combination smokehouse, chicken house, and woodshed" (Lally, p. 341).

Also located in Green Level is the Betty and Beatrice Council House (WA 1002). This frame house, constructed circa 1905, is two-stories, three bays across and two bays wide. A one-story porch with a modified hip-roof supported by simple wooden posts is located across the front of the house. Corbelled brick chimneys are located at each gable end. The sash on this, the original portion of the house, is two-over-two. An L-shaped one-story wing is attached to the rear of the house. This section of the house appears to have been added as two sections.

The Vic Council rental house (WA 1003) was constructed by Mr. Council circa 1900 as rental property. This one-story frame house is three bays across and two bays deep. A rear ell is located off the back of the structure. The sash is two-over-two. The original front porch has been removed and the entire interior of the house "renovated". Mr. Council also owned a large store to the south of the house which is no longer extant. Alious Mills, whose own store and house was previously discussed, lived in this house and managed the Council store prior to beginning his own mercantile operation.

Mr. Vic Council's residence (WA 1007) was constructed circa 1890. The frame, one-story house was five bays across and two bays deep. The rear ell is five bays across. The gable ends of the house feature decorative ventilators and patterned shingles. The original front porch of the house has been enclosed and the original sash has been replaced.

Additional structures over fifty years of age in the Green Level community include a circa 1930's house with numerous outbuildings (including a stable) located just south of the Green Level Baptist Church and the Green Level Community Store.

Evaluation. The Green Level Community possesses a concentration of buildings united historically by plan and physical development. It is eligible for the

National Register of Historic Places under Criterion A (Event) and Criterion C (Design/Construction) as a rural, historic district.

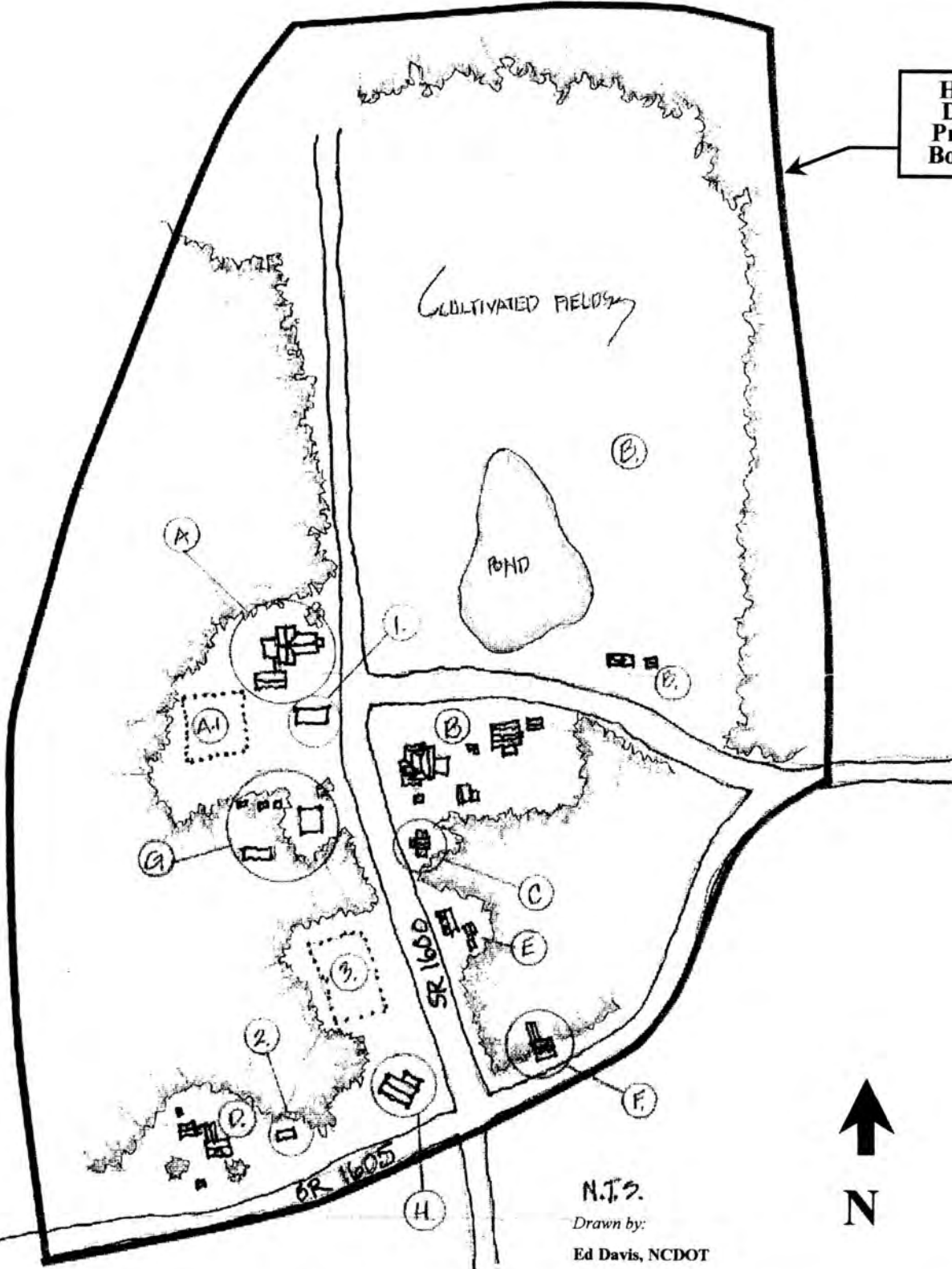
The National Register Bulletin 50, states that under Criterion A, "A rural community can be eligible whose organization, buildings, or patterns of land use reflect the cultural traditions valued by its long-term residents" (page 13, paragraph 3). Green Level was organized and developed as a small rural village whose church and stores provided social centers and services to the surrounding farming community. The patterns of land use, which over the past one hundred years have centered on the cultivation of tobacco, are largely unchanged. Portions of the surrounding farm land has been annexed by the City of Cary. As a result of their desire to maintain the unique character of Green Level, the residents of the community are currently organizing a movement to incorporate the town.

Under Criterion C, a district may be eligible for the National Register if it "Represents a significant and distinguishable entity whose components may lack individual distinction" (Bulletin 50, page 17, paragraph 2). The community of Green Level possesses a significant concentration of buildings associated with farming and related support facilities in rural Wake County between the years 1880 and 1947. Moreover, rural farming communities -- once common throughout the county -- are increasingly disappearing due to encroaching suburban development.

Proposed National Register Boundary

The proposed National Register boundary for the Green Level Historic District is outlined on the accompanying map of the community, and has been drawn to include both the contributing buildings and the surrounding, cultivated fields. The south side of the boundary follows the edge of right of way of Green Level Road. The west, north and east boundaries follow the tree lines at the edge of existing fields.

Historic District Proposed Boundary



N.T.S.
 Drawn by:
 Ed Davis, NCDOT



Historic Architecture
 NCDOT
 1 South Wilmington Street
 P.O. Box 25201
 Raleigh, NC 27611-5201
 T 919-733-7844
 F 919-733-9794
 www.dot.state.nc.us

Project
Western Wake Freeway
Wake County, North Carolina

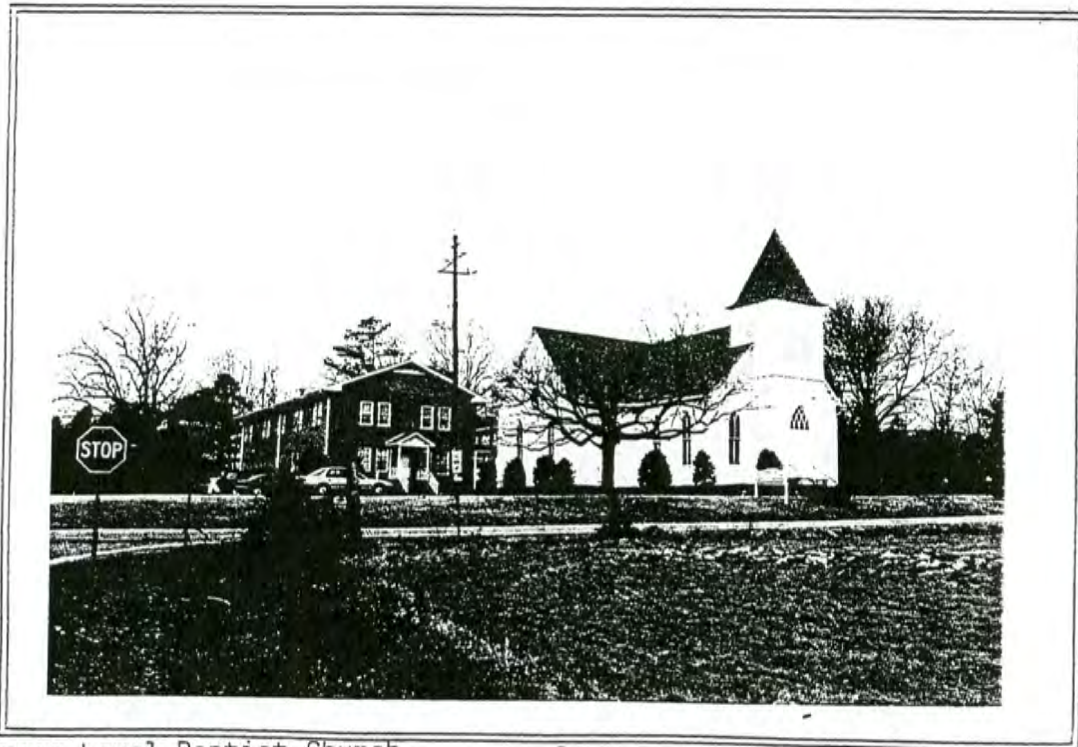
Sheet Title
GREEN LEVEL
HISTORIC DISTRICT

Drawn By:
E. Davis
 Issue Date:
12-12-00
 File Name:
hd_1.ppt

TIP No.
R-2635
 Scale **NTS**
 Sheet No.
HD-1



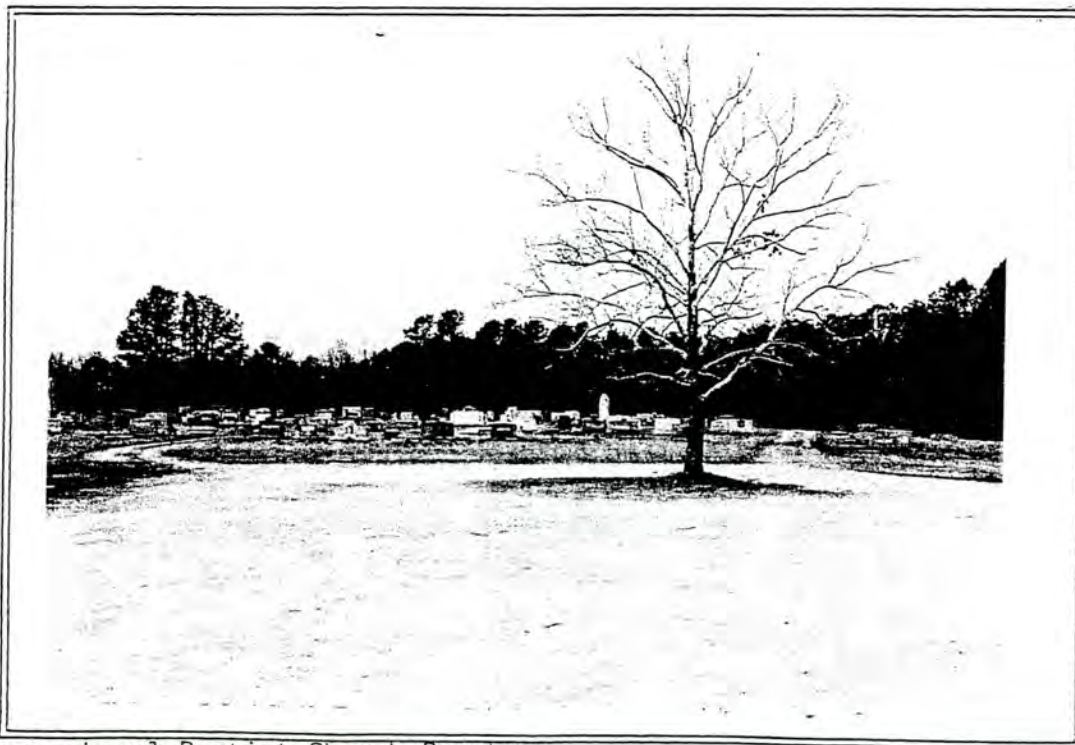
Green Level Baptist Church



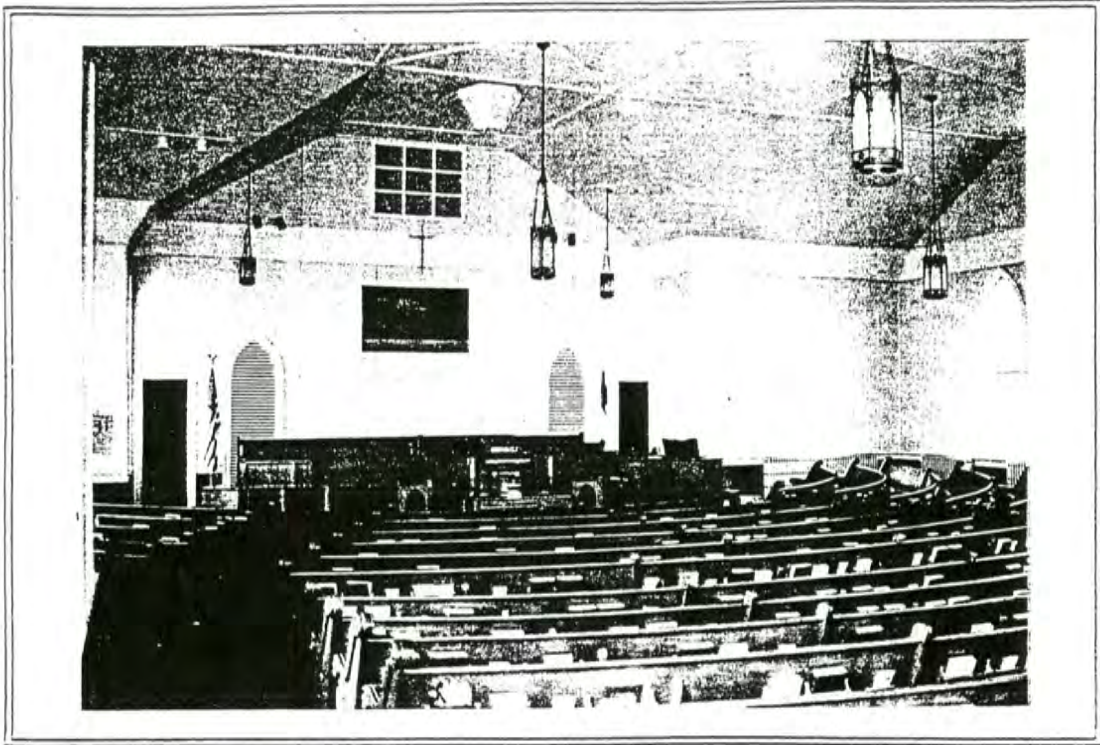
Green Level Baptist Church



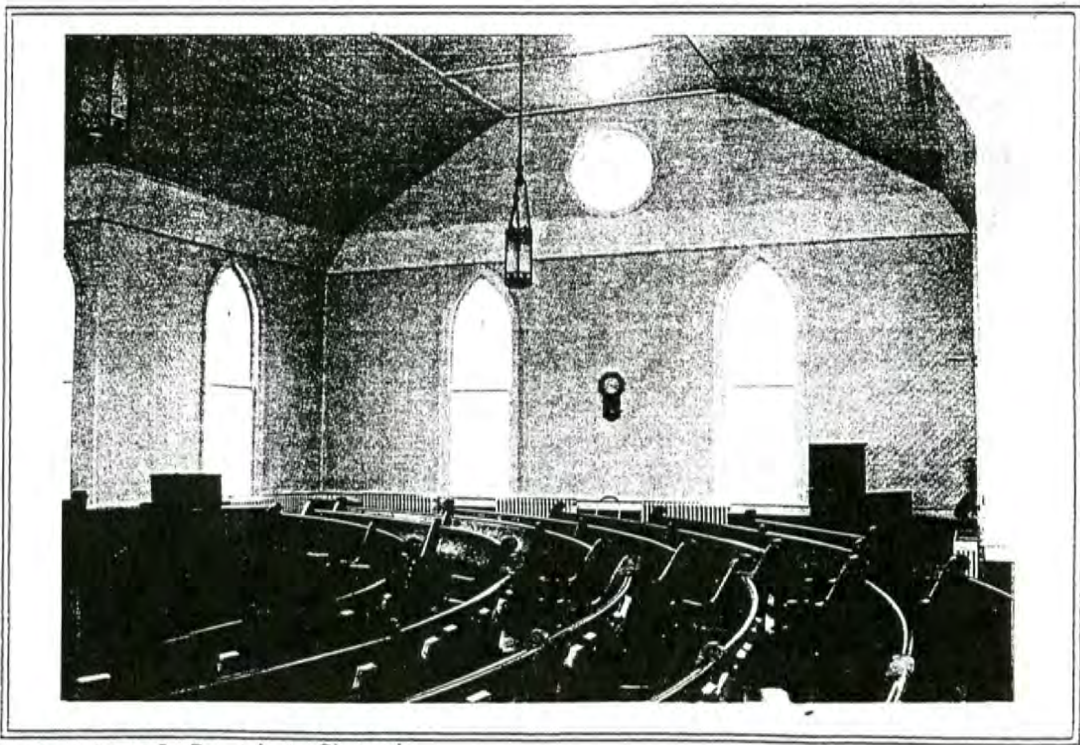
Green Level Baptist Church



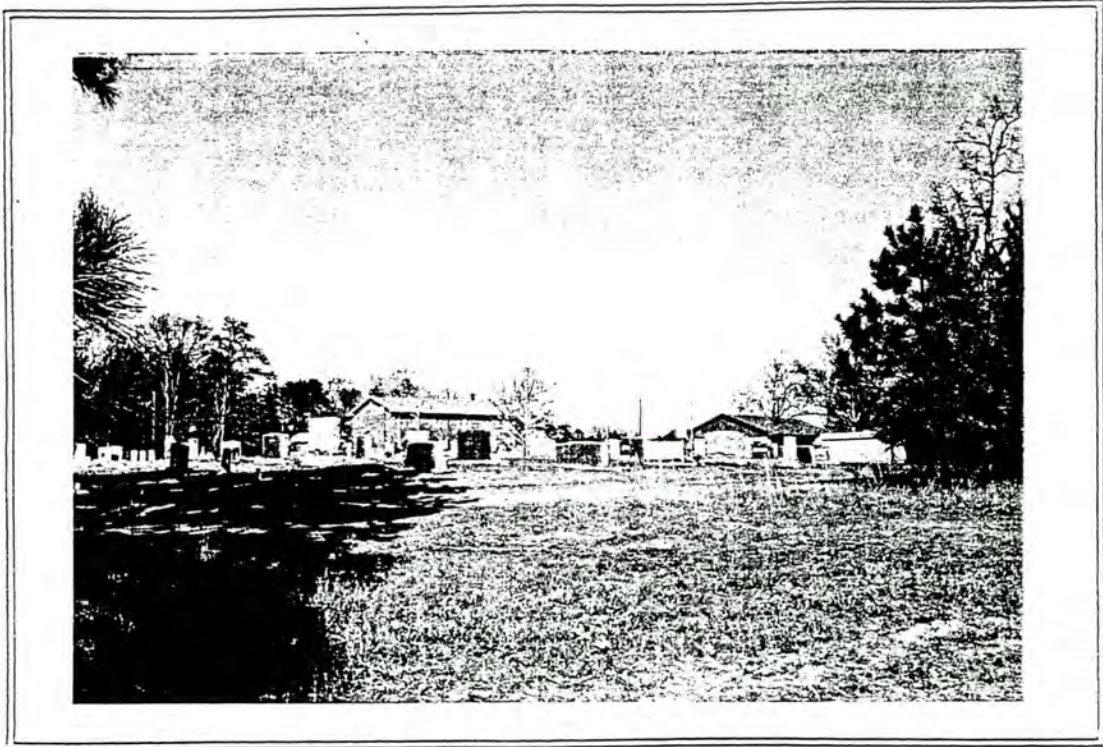
Green Level Baptist Church Cemetary



Green Level Baptist Church



Green Level Baptist Church



Green Level Baptist Church Cemetery



Masonic Hall adjacent to church
(Noncontributing structure)



Alious Mills House and Farm



Alious Mills House and Farm



Alious Mills House and Farm



Alious Mills House and Farm
View from SR 1615



Alious Mills Farm
Outbuildings located on East side of SR 1615



Alious Mills Store



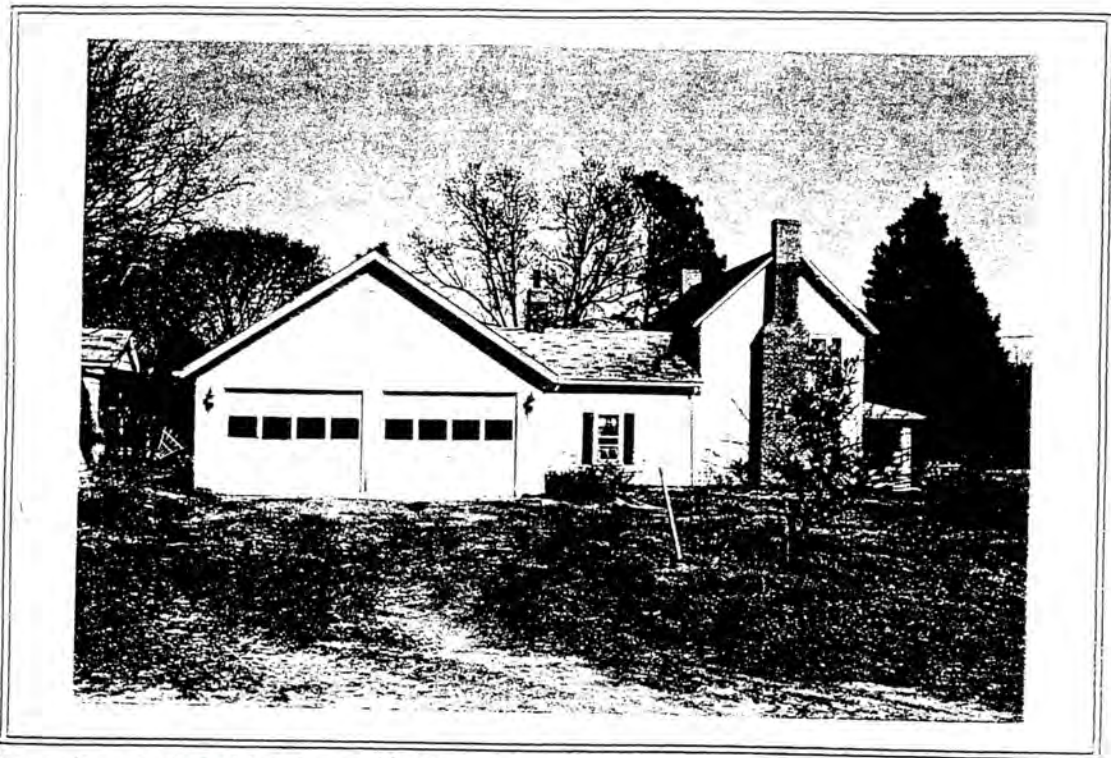
Alious Mills Store



Beatrice and Betty Council House



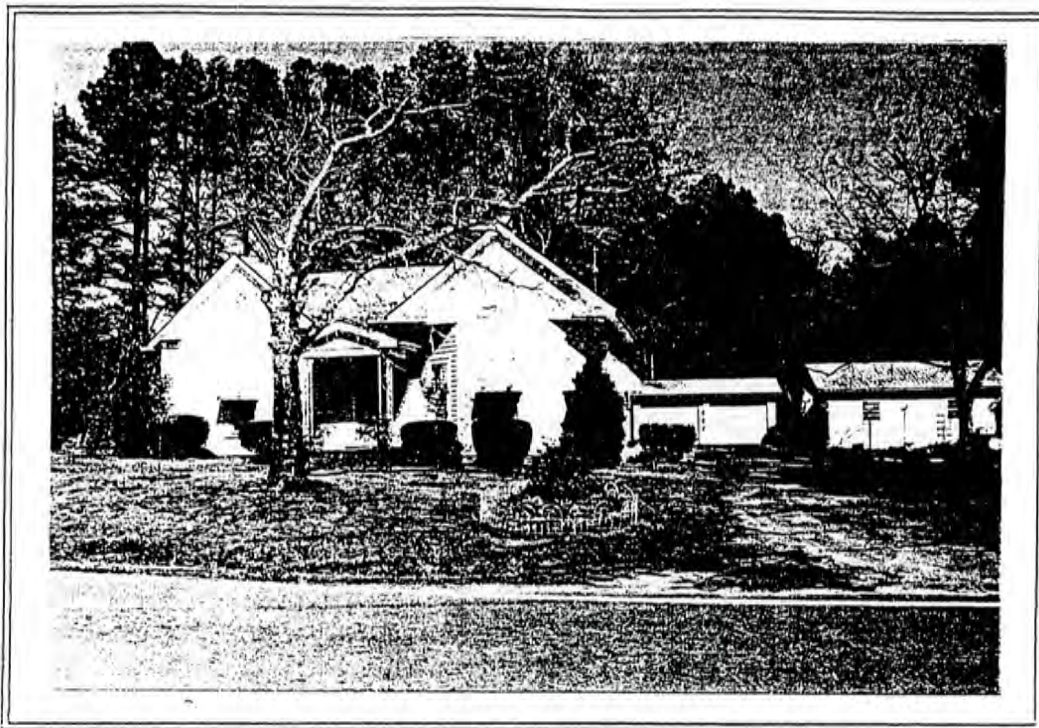
Beatrice and Betty Council House



Beatrice and Betty Council House



Beatrice and Betty Council House



Vic Council Rental House



Vic Council House



Vic Council House



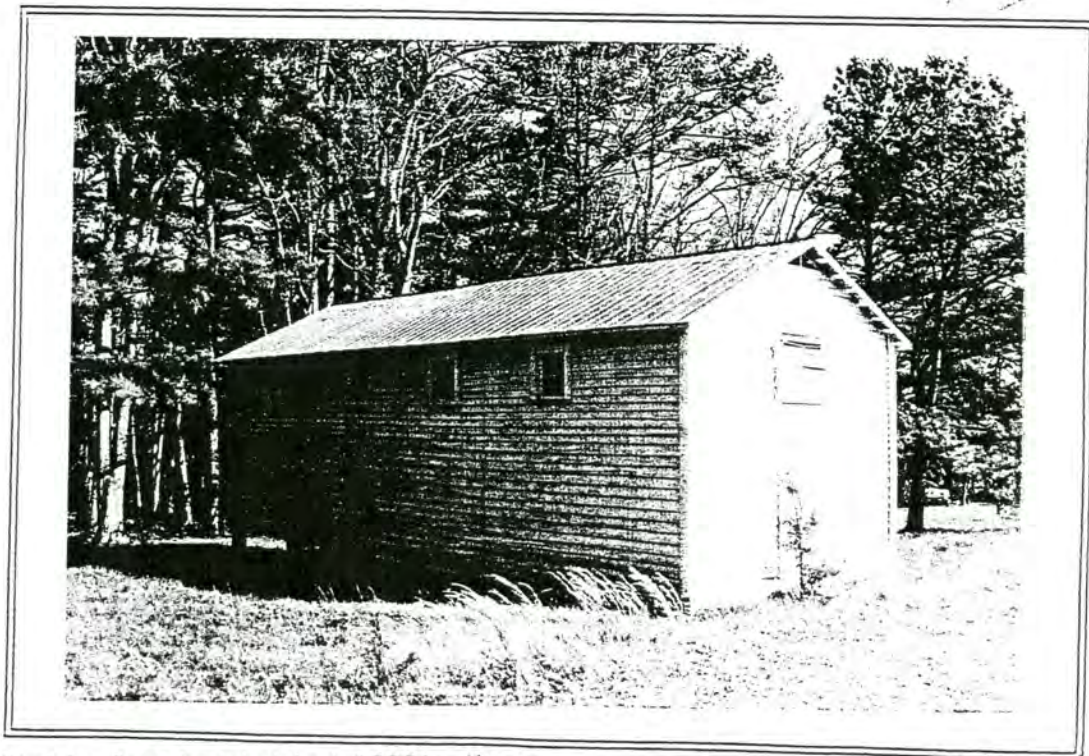
1930's House just south of Church



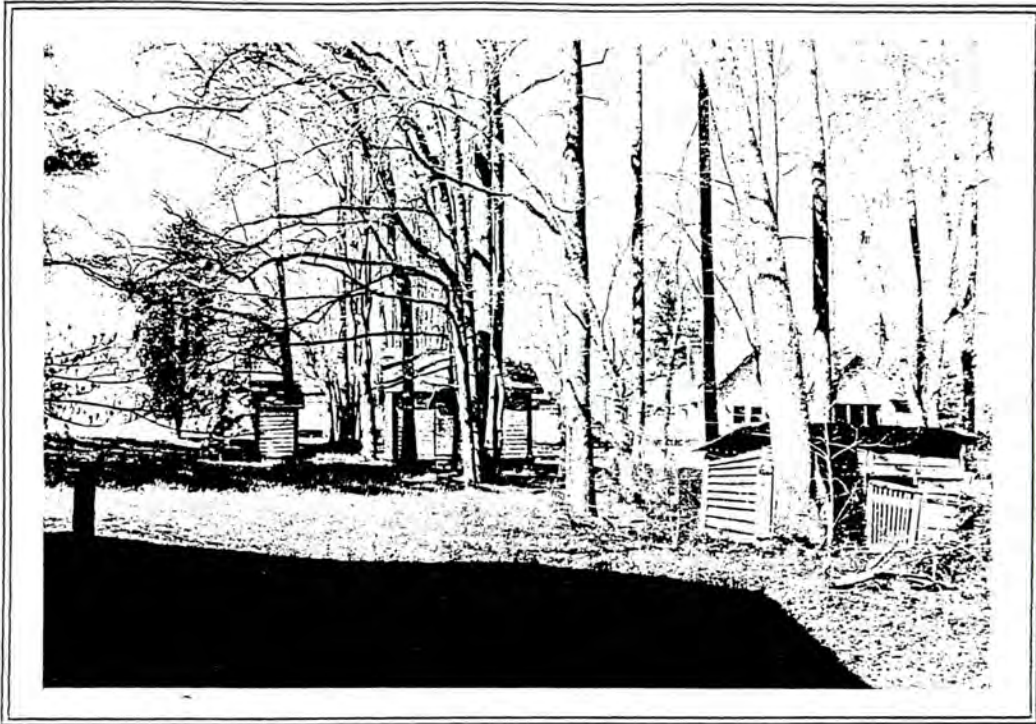
1930's House



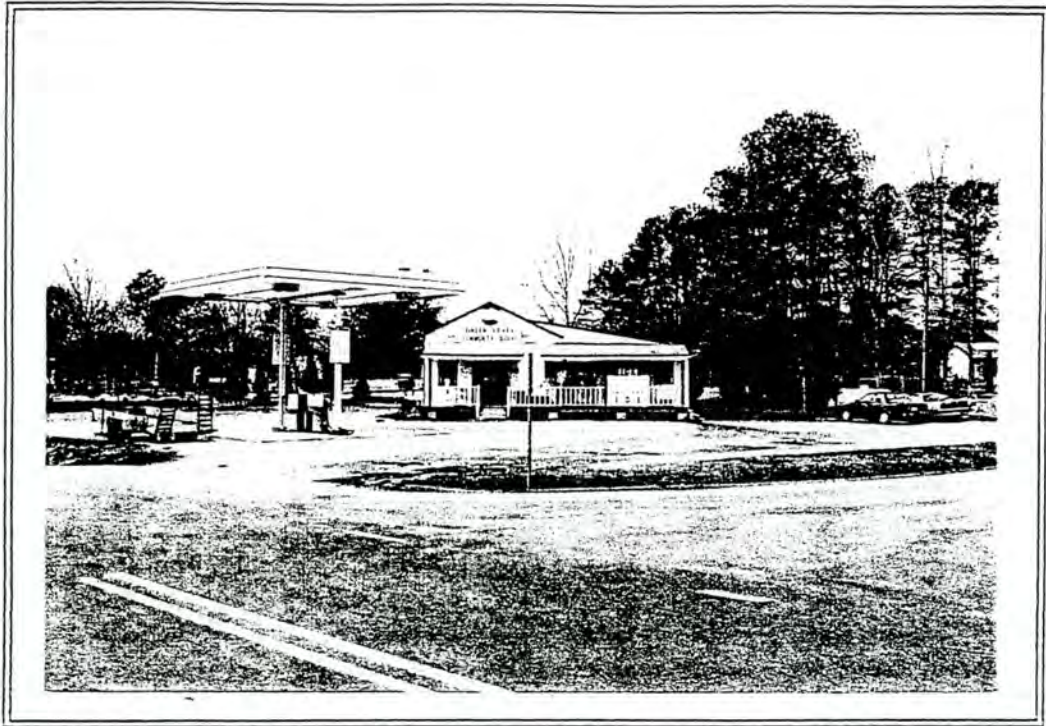
Stable located behind 1930's House



Stable located behind 1930's House



Additional Outbuildings located behind 1930's House



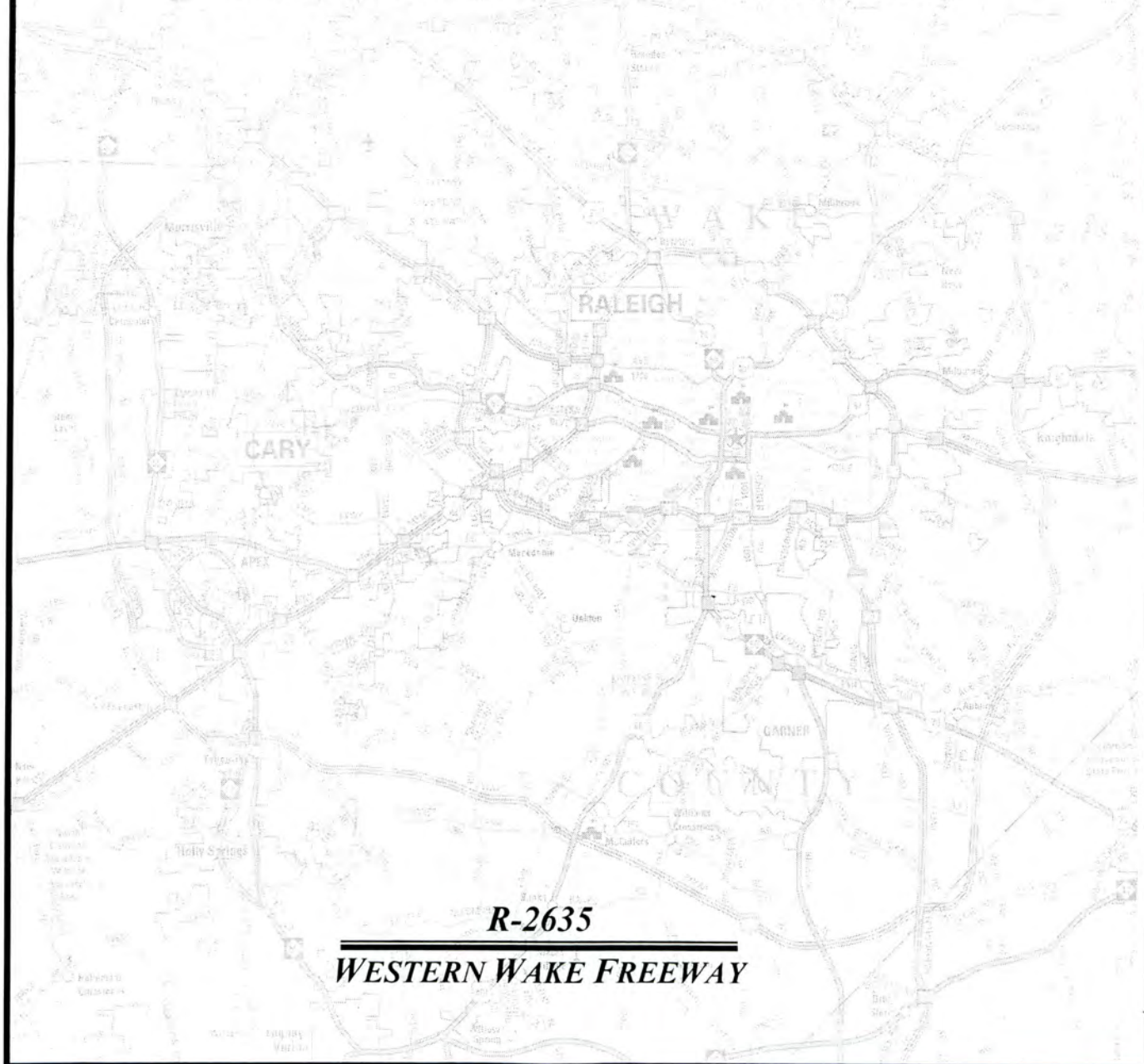
Green Level Community Store



Intersection of SR 1605 and SR 1600
View North toward Church

DURHAM

IV. GREEN LEVEL HISTORIC DISTRICT NATIONAL REGISTER NOMINATION



R-2635

WESTERN WAKE FREEWAY

**United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1. Name of Property

historic name Green Level Historic District

other names/site number NA

2. Location

street & number Jet Green Level Church Rd (SR 1600), Green Level West Rd (SR 1605), and Beaver Dam Rd (SR 1615) NA not for publication

city or town Cary

X vicinity

state North Carolina code 037 county Wake code 183 zip code 27512

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

Signature of the Keeper

Date of Action

 entered in the National Register

 See continuation sheet.

 determined eligible for the National Register

 See continuation sheet.

 determined not eligible for the National Register

 See continuation sheet.

 removed from the National Register

 See continuation sheet.

 other (explain):

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
31	13	buildings
1	1	sites
4	4	structures
		objects
36	18	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Historic and Architectural Resources of Wake County, North Carolina
(1770-1941)

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

See continuation sheet

Current Functions
(Enter categories from instructions)

See continuation sheet

7. Description

Architectural Classification
(Enter categories from instructions)

Gothic Revival
Late Victorian
Colonial Revival
No style

Materials
(Enter categories from instructions)

foundation: brick
walls: weatherboard
brick
roof: metal
other: concrete block

See continuation sheet

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

- Architecture
- Agriculture
- _____
- _____
- _____
- _____

Period of Significance
Late 19th century - ca. 1945

Significant Dates
ca. 1907

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

- Previous documentation on file (NPS)
- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

- Primary Location of Additional Data
- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other

Name of repository: Wake County Planning Department

10. Geographical Data

Acreage of Property approximately 75 acres

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
1	_____	_____	3	_____	_____
2	_____	_____	4	_____	_____

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Kelly Lally Molloy and M. Ruth Little, consultants

organization Prepared for the Wake County Historic Preservation Commission date 6/1/2000

street & number P.O. Box 550 telephone 919-856-6310

city or town Raleigh state North Carolina zip code 27601

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name See attached

street & number _____ telephone _____

city or town _____ state _____ zip code _____

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 6 Page 1

Green Level Historic District, Wake County, North Carolina

SECTION 6: FUNCTION OR USE

Historic Functions

DOMESTIC: single dwelling
DOMESTIC: secondary structure
COMMERCE/TRADE: general store
AGRICULTURE: agricultural field
AGRICULTURE: processing
AGRICULTURE: agricultural outbuilding
RELIGION: religious facility
FUNERARY: cemetery

Current Functions

DOMESTIC: single dwelling
DOMESTIC: secondary structure
COMMERCE/TRADE: general store
COMMERCE/TRADE: specialty store
AGRICULTURE: agricultural field
AGRICULTURE: processing
AGRICULTURE: agricultural outbuilding
FUNERARY: cemetery
RELIGION: religious facility
RELIGION: church-related residence
SOCIAL: meeting hall

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 2

Green Level Historic District, Wake County, North Carolina

SECTION 7: DESCRIPTION

Materials, continued

foundation: stone
concrete
walls: metal
tarpaper
roof: asphalt
other: N/A

Narrative Description

Located in western Wake County in White Oak township, just east of the Chatham County line, the Green Level Historic District consists of a crossroads and surrounding houses, stores, community buildings, and farmsteads. The district includes approximately 75 acres, made up primarily of gently rolling farmland and woods of pine trees. Though most farm fields no longer produce tobacco, many of them are still in use, planted primarily in hay or cover crops.

The main crossroads is formed by the intersection of Green Level Church Road (SR 1600) and Green Level West Road (SR 1605). A spur of the Green Level West Road, Beaver Dam Road (SR 1615) intersects with Green Level Church Road north of the main crossroads near the Green Level Baptist Church. The Green Level Church Road (originally the Holly Springs to Hillsborough Road) forms the spine of the district, running north to south with historic properties on both sides. The district encompasses two stores, a church and cemetery, a Masonic lodge, and nine dwellings, three of which are part of farmsteads. Most of the district's boundaries coincide with property lines, with the Green Level Road West (originally the Raleigh to Pittsboro stage road) demarcating the southernmost boundary and the northern edge of the A. M. and Vallaria Council Farm serving as the northern boundary. Landscape features, such as the pond on the Alious H. and Daisey Mills Farm (no. 2) and woods on the A. M. and Vallaria Council Farm, demarcate the eastern boundaries of those two properties.

Although once the hub of the district, the area surrounding the crossroads now features only a few buildings. The Green Level Community Store, a simple gable-front frame structure built in 1945 by Albert M. Council (no. 8), now houses a nursery and landscaping business. The three historic buildings around the store building are frame houses of late nineteenth- and early twentieth-century vintage, featuring simple Victorian trim. The largest of these, the A. C. and Helon Council House (no. 11), is a triple-A I-house of the type commonly built throughout Wake County during this period.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 3

Green Level Historic District, Wake County, North Carolina

The heart of the district lies just north of the main crossroads, where the Green Level Baptist Church (no. 4) stands as the visual and social focal point of the community. Built in 1907, the frame edifice displays simple Gothic Revival details, such as pointed-arch gable windows and vents and a central tower. It is one of the best-preserved country churches from this period in Wake County. Behind the church is a large cemetery where community members have buried their dead for over a century (no. 4b); beside it is the current home of the Masonic Lodge with whom the church has shared land--and for over three decades around the turn of the twentieth century--a building (no. 5). Across the road to the east of the church stands the farm and store of Alious H. and Daisey Mills (no. 2). The couple built the two-story house and store buildings in 1916 after operating a store at the crossroads (no longer standing) for many years. The largest dwelling in Green Level, the house features a tall hip roof and a wrap-around porch. The gable-front store building is similar in form to many others built throughout the county during the nineteenth and early twentieth centuries, with retail space on the ground floor and storage above. In addition to their store, the Mills family grew tobacco on their farm. The complex includes a number of domestic outbuildings, as well as a tobacco strip room (2d) and one of the dwellings inhabited by tenants who helped with the farming operation (2a). Across the road from the Alious and Daisy Mills property (next to the Masonic lodge) is the 1930s home of the couple's eldest son, Kenneth, and his wife, Reba (no. 6). Kenneth and Reba ran the Mills family store until the 1960s.

The transforming effects of tobacco in western Wake County are clearly visible on the Green Level area landscape. Within the district, the A. M. and Vallaria Council Farm (no. 1) is a particularly well-preserved example of a tobacco farm complex from this period with its surviving packhouse and three curing-barns dating from the early twentieth century. The farm's one-and-a-half-story L-shaped frame dwelling is a good example of the simple farmhouses preferred by many area residents in the late nineteenth century.

Recent changes in Green Level have been minor and do not adversely affect the district's character. An early store building near the crossroads was demolished in the 1950s. The eighteen non-contributing resources within the district's boundaries are primarily limited to small outbuildings and structures built after the period of significance. There appear to be only four major construction projects or additions within the district in the second half of the twentieth century. A new Masonic Lodge building was constructed in 1980 on the site of an earlier lodge building (no. 5). A brick house (no. 7) and a mobile home (no. 10) have been added near the crossroads in the second half of the twentieth century. The owner of the nursery and landscaping business constructed a modest frame building next to the old Green Level Community Store building (no. 8) in the late 1990s. Green Level has thus far escaped the aggressive suburbanization that is found elsewhere in western Wake County--in some cases less than a few miles away. The district as a whole remains remarkably intact, retaining integrity of setting, location, design, materials, feeling, and association.

Inventory List

The following inventory list begins at the north end of the district with resources on Green Level Church

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 13

Green Level Historic District, Wake County, North Carolina

SECTION 8: STATEMENT OF SIGNIFICANCE

Summary

The Green Level Historic District is a well-preserved and increasingly rare example of the rural crossroads communities that were once so common in fast-growing Wake County. The district contains all of the elements that identify it as a distinct community, including two stores dating from the early to mid-twentieth century, an early twentieth-century church and cemetery, a Masonic lodge with nineteenth-century roots, and nine dwellings (most of late nineteenth and early twentieth-century vintage), two of which are accompanied by a full complement of domestic and agricultural buildings. Despite its location in quickly suburbanizing western Wake County, Green Level maintains its rural character and appearance.

Located along the old stage route between Raleigh and Pittsboro, the crossroads village of Green Level has its roots in the first half of the nineteenth century. It was not until after the Civil War, however, that the community grew significantly. In the early 1870s, Green Level boasted at least seven stores, two mills, and two schools, as well as a newly founded Baptist Church and Masonic Lodge. Although the number of crossroads businesses decreased in the late nineteenth and early twentieth centuries, probably due to the growth of nearby railroad towns, Green Level remained an important commercial center for local farmers, most of whom thrived growing bright leaf tobacco during these years. The Green Level Baptist Church building, as well as the Mills Store and most of the houses in the community, were all constructed during this prosperous period.

Green Level very slowly declined as a commercial hub during the mid-to-late twentieth century, but with an active Masonic lodge and a growing church congregation, it retains its role as an important center of community life. While suburban development has transformed much of the countryside nearby, Green Level remains essentially unchanged from its early-to-mid-twentieth-century appearance.

The Green Level Historic District qualifies for listing in the National Register of Historic Places under Criterion C for its architectural significance as an intact example of the turn-of-the-century crossroads community with a well preserved and representative mix of the types of commercial, residential, and social architecture that were prevalent in such communities. It is also significant under Criterion A in the area of agriculture for its depiction, through the buildings that still stand in the community, of the transforming role of tobacco on the Wake County landscape in the early twentieth century. The period of significance begins in the late nineteenth century, corresponding with the approximate date of construction of the oldest building associated with the community, and extends through 1945, the year the last store building was constructed in Green Level. The context is established in the "Historic and Architectural Resources of Wake County, North Carolina (ca. 1770-1941)," a Multiple Property Documentation Form prepared in 1993. The most relevant historic contexts include: Civil War, Reconstruction, and a Shift to Commercial Agriculture (1861-1885); Populism to Progressivism (1885-1918); and Boom, Bust and Recovery Between World Wars (1919-1941). Additional architectural and agricultural context information covering the period from 1941-1945 is provided below. The architectural significance of the district relates to the following property types: farm complexes; outbuildings; houses; institutional buildings; and commercial and transportation-related buildings and structures.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 14

Green Level Historic District, Wake County, North Carolina

Additional Context: Architecture and Agriculture During World War II (1941-1945)

With few exceptions, mainly limited to large-scale projects in Raleigh or the county's small towns, construction basically came to a halt in Wake County during the war years, mirroring what was happening elsewhere in the rest of the state (Bishir, 455). In rural areas, any buildings that were constructed during the 1941-1945 period, including dwellings, farm buildings, community buildings, and commercial structures, were generally similar in size, construction, and style to those built before the war. It was only after the war, when scores of soldiers and service personnel returned home to their families and the county, state, and nation returned to "business as usual," that dramatic changes in local architecture occurred, influenced by, among other things, a mass migration by rural people from farms to jobs in the city and the resulting suburbanization (Lally, 176).

Agriculture, on the other hand, was transformed during the war years, as farm families all over the county and state, as well as the nation, were enlisted to vastly increase the production of "food, feed, fibers, and other vital farm materials" to aid in feeding "the nation and, to some extent, the people of its allies" (Carpenter and Colvard, 257). Many farmers planted "Victory Gardens" and added dairying operations to their cotton and tobacco farms (Carpenter and Colvard, 272). With the exception of the construction of additional barns or storage buildings on individual farms, however, these temporary changes had little effect on the rural landscape during these years. The more dramatic changes occurred after 1945 when many rural people left the farm for jobs in the city and increasing mechanization allowed greater crop yields with a smaller labor force.

Historical Background

The rural western Wake County community known as Green Level developed in the first half of the nineteenth century along the east-west stage route from Raleigh to Pittsboro where it intersected with the Holly Springs to Hillsborough Road. The community was so named, some say by an Indian, because the land in the area was exceptionally "green" and "level" (Murray, 664). Like most crossroads communities, Green Level served as the commercial and social hub of a rural area that extended for several miles into the surrounding countryside. While travelers along the stage routes found the crossroads to be a convenient resting point, local families, including those by the name of Council, Mills, Utley, Yates, Ferrell, and Upchurch, traveled to the crossroads for goods not produced on their farms, as well as, eventually, their mail. The U. S. Postal Service established a post office in Green Level in 1847 and was served by various post masters (who were likely the owners of businesses), including Thomas J. Utley, Golden H. Upchurch, Thomas S. Johnson, Sidney W. Mitchell, and James H. Upchurch. The post office continued to operate during the Civil War and post-war years until it was permanently discontinued in 1888 (Murray, Green Level file).

Although little is known about the community's earliest years, Green Level apparently prospered greatly in the decades following the Civil War. By the early 1870s, the community supported at least seven stores and two grist- and sawmills (Lally, 340). Local masons founded a lodge in 1867, now known as the Green Level Lodge # 277. A local tavern served as the first meeting place for local Baptists, who, under the leadership of Rev. Matthew Ferrell, established a congregation known as Providence Baptist Church in 1870, renamed Green Level Baptist Church the year

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 15

Green Level Historic District, Wake County, North Carolina

after (*Western Wake Herald*, 1978). The lodge and the church shared a building for over three decades (Murray, 664). By the end of 1870s at least two schools, public and private, were educating children in the community (Murray, Green Level file).

Green Level's turn-of-the-century history and prosperity seems inextricably linked with those of two families: the Councils and the Mills. Members of both of these families owned and operated stores in Green Level at various times and were active members in the church and lodge. A. C. Council (1833-1894) and his first wife, Lewraney (1836-1876), donated two acres to the lodge and church for the building that the two institutions shared in the late nineteenth and early twentieth centuries, as well as a church cemetery (Murray, 664). Among the seven children that A. C. and Lewraney Council raised was Vick Council, who owned and operated a store at the crossroads for many years of the twentieth century and who owned at least two houses in the community (nos. 3 and 9) during these years (Ruby Council, interview). After the death of his first wife, A. C. Council married Helon McGee (1858-1936), with whom he had an additional seven children. A. C. and Helon built a one-story house along the old stage route in the late nineteenth century. Although widowed in 1896, Helon lived in this house, to which a two-story front section was added in the early twentieth century, with several of her children until her death in 1936 (no. 11). The 1920 census lists her as the head of the household, living at that time with school-teacher daughters Bettie (age 40) and Enid (age 28), as well as a son, George (age 30), who was working as a salesman in a retail store. Local residents recall that the house was occupied for many years of the twentieth century by sisters Bettie and Beatrice Council (Carl Ferrell, interview; Ruby Council, interview).

Green Level farmer A. M. Council (also known as Alphonso or "Phonnie") was described in one newspaper account as "a gentleman noted for the large sales of his famous bright tobacco" and "one of the wealthiest and most prominent citizens of the Green Level section" (*Apex Journal*, Sept. 15, 1911). A. M. (1854-1937) and his wife, Vallaria (1857-1926), owned a farm on the east side of the old Holly Springs to Hillsborough Road (now Green Level Church Road). The farm retains its simple late nineteenth-century frame farm house, as well as a full collection of early twentieth-century farm buildings, including a tobacco packhouse and three tobacco-curing barns (no. 1). Although probably already distantly related, the two Council clans were formally linked when one of A. M. and Vallaria's children, Orus, married Emma Falsom Council, daughter of A. C. and Helon Council. The couple produced another store-owning family member, Albert Murray, who built the Green Level Community Store when he returned from World War II and owned and operated it for over two decades (no. 7).

Members of the Mills family apparently began doing business in Green Level in the late nineteenth century. Ernest T. Mills and W. B. Johnson owned and operated a general merchandise store at the crossroads during this period (the building no longer stands). In 1906, the Johnson and Mills Store advertised a new line of fall goods in the *Apex Journal*. The following year, Alious H. Mills, cousin of Ernest, took over management of the store and operated it for about a decade, while his cousin ran another family store in the nearby community of Upchurch. While managing the crossroads store at Green Level, Alious Mills and his family rented a simple one-story Victorian house next to the store (no. 3) from Vick Council (Carl Ferrell, interview). After Alious Mills moved his business and family to a farm near the church, Vick Council owned and operated the store at the crossroads (Carl Ferrell, interview).

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 16

Green Level Historic District, Wake County, North Carolina

In 1916, Alious Mills built a stylish two-story house (no. 2) and a two-story store building (no. 2k) just north of the crossroads across from the Baptist church (Willard Mills, Jr., interview). The 1920 Census lists the thirty-nine-year-old Mills as a merchant and shows him living with his wife, Daisey (also thirty-nine), sons, Kenneth (age thirteen) and Willard (age eight), and his thirty-seven-year-old brother, Eugene, who is listed as a salesman. In addition to his store, Mills augmented his income by growing tobacco on his land with the help of two tenant families (Willard Mills, Jr., interview). One of the tenant dwellings (2a), as well as a tobacco strip room (2d), still stand. When his father retired, eldest son Kenneth and his wife, Reba, operated the store business for many years and built a frame period revival house across the road from his father's property in the 1930s (no. 5).

Both the Council and Mills families were active members of the Green Level Baptist Church. In the early years of the twentieth century, the expanding congregation constructed a stylish new Gothic Revival church building. Completed in 1907, this edifice, which towers over all of the other buildings in the community, is similar to other churches that Baptist congregations were building throughout the county during the early years of this century and is one of the best preserved (no. 4). The congregation built an educational wing to the rear around 1920 and, still growing, expanded with additional educational space in the mid-1970s.

Although the number of businesses in the community declined in the early twentieth century, probably due to the growth of nearby railroad villages and towns, such as Carpenter, Apex, Morrisville, and Cary, Green Level continued to maintain its presence as a commercial center for local farmers. A 1922 study of rural organization in Wake County by the North Carolina Agricultural Experiment Station and North Carolina State College of Engineering classified Green Level as a "Farm-Operator Village," so named because "all its residents besides the merchants, section workers, day laborers, and widows are farm operators" (Zimmerman and Taylor, 10). Zimmerman and Taylor noted that the communities of Green Level, Rolesville, and Wakefield, were "long-time service centers which existed long before railroads. Each was located on an important stage-coach road" (Zimmerman and Taylor, 19).

As a point of comparison, of the three "long-time service centers" noted particularly by Zimmerman and Taylor whose development was not enhanced by the coming of the railroad, only Green Level maintains its unique, rural crossroads character. Rolesville, which first incorporated in 1837, grew into a small town. Wakefield, incorporated in the late nineteenth century, fell into decline when the railroad located elsewhere. Although the community still retains many prominent dwellings, it does not maintain a cohesive historic character due to demolitions and infill construction.

The success of tobacco as a cash crop may have been one factor in the community's continued early twentieth-century relevance. Beginning in the late nineteenth century, western Wake farmers, including those in the Green Level area, were among the first in the county to grow the lucrative "bright leaf" tobacco, which flourished particularly well on the rocky Triassic soils of White Oak Township. Tobacco brought farmers as much as three times the money as cotton, the main cash crop until that date (Lally 1994, 66-67), ensuring the viability of many family farms (as well as the businesses that served them). With hopes for greater prosperity, farmers flocked sections of to Wake County where soils were amenable to tobacco cultivation. Census figures show that while most of the county's rural townships

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 17

Green Level Historic District, Wake County, North Carolina

reported only modest gains in population between 1890 and 1920, the population of White Oak Township nearly doubled during those same years--a strong indication of tobacco's draw (Wake County MPDF, Appendix B). Within the boundaries of the Green Level Historic District, two farmsteads, the A. M. (Alphonso) and Vallaria Council Farm (no. 1) and the Alious and Daisy Mills Farm (no. 2), represent this tobacco-fueled transformation of the county.

Green Level's gradual decline as a rural commercial center in the twentieth century mirrors that of countless other communities throughout Wake County, as well as the state and nation, as first the railroad, then the automobile, drew people to bigger villages and towns for shopping and jobs. While Green Level currently maintains its rural character and appearance, it has been affected by the suburban development of western Wake County. Commuters from nearby subdivisions crowd the two-lane roads running through the community at rush hour. Instead of general merchandise, the surviving store buildings in the community now house a nursery and landscaping business and an antiques shop. Although tobacco is still raised in some nearby fields, "U-pick-it" fruit farms cater to new-comers and long-time residents alike. And while Green Level's commercial importance has dwindled, its social function continues.

The Masonic Lodge, which continues to be an active force in the community, built a new building in the 1980 on the site it has occupied for over a century (no. 5). Green Level Baptist Church is thriving and increasing with a congregation made up not only of descendants of its founders, but with new residents who have settled in subdivisions nearby.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 18

Green Level Historic District, Wake County, North Carolina

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Apex Journal.

Bevers, Fendol. Map of Wake County, 1871.

Belvin, Lynne and Harriette Riggs, editors. *Heritage of Wake County*. Winston-Salem: Hunter Publishing Company, 1983.

Bishir, Catherine W. *North Carolina Architecture*. Chapel Hill: The University of North Carolina Press, 1990.

Carpenter, William L. and Dean W. Colvard. *Knowledge is Power*. Raleigh: School of Agriculture and Life Sciences, North Carolina State University, 1987.

Council, Ruby, phone interview. Conducted by Kelly Lally Molloy, May 1, 2000.

Ferrell, Carl, interview. Conducted by Kelly Lally Molloy and Ruth Little, June 4, 1999.

"Green Level: A Farming Community in Transition." *Western Wake Herald* (Apex), April 27, 1978.

Lally, Kelly A. *The Historic Architecture of Wake County, North Carolina*. Wake County Government, 1994.

Lally, Kelly A. and Todd Johnson. "Historic and Architectural Resources of Wake County, North Carolina (ca. 1770-1941). National Register Multiple Property Documentation Form, 1993. Survey and Planning Branch, Historic Preservation Section, Division of Archives and History, North Carolina Department of Cultural Resources, Raleigh.

Mills, Jr., Ernest, phone interview. Conducted by Kelly Lally Molloy, May 1, 2000.

Mills, Jr., Willard, phone interview. Conducted by Kelly Lally Molloy, April 25, 2000.

Murray, Elizabeth Reid. *Wake: Capital County of North Carolina*. Volume I. Raleigh: Capital County Publishing Company, 1983.

Murray, Elizabeth Reid. File on the Green Level community.

Survey and Planning Branch files on Green Level, North Carolina Division of Archives and History, Raleigh, North Carolina.

Wake County. Minutes of the Board of Commissioners of Wake County. Wake County Courthouse, Raleigh, North Carolina.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 19

Green Level Historic District, Wake County, North Carolina

Wake County Record of Deeds, Raleigh, North Carolina.

Zimmerman, Carle C., and Carl C. Taylor. *Rural Organization: A Study of Primary Groups in Wake County, N.C.*
North Carolina Agricultural Experiment Station Bulletin No. 245, Aug. 1922.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 4

Green Level Historic District, Wake County, North Carolina

Inventory List

The following inventory list begins at the north end of the district with resources on Green Level Church Road, beginning on the east side of the road from north to south and continuing on the west side of the road. The list concludes with the resources on the north side of Green Level West Road where it intersects with Green Level Church Road.

Resources are identified by street addresses when available. Geographical locations are given for properties without known street addresses.

Inventory List Key

C=Contributing
NC=Non-Contributing
B=Building
S=Structure

- | | | |
|---|--------------------------------|--|
| 1 | 8700 Green Level Church Rd | A. M. and Vallaria Council Farm. The A. M. and Vallaria Council Farm includes a late nineteenth-century farm house and a significant collection of outbuildings, primarily related to tobacco cultivation, dating from the early twentieth century to the 1930s. |
| | C-B
late 19th/early 20th c. | The house at the center of the farm appears to have been built in the late nineteenth century. Probably built in two or more stages, this one-and-a-half-story dwelling consists of a rectangular main block with a slightly later front ell and a rear shed addition. The house features an L-shaped porch supported by chamfered posts topped by simple sawn spandrels, two brick chimneys, molded corner boards, and six-over-six sash windows.

According to local residents, this property was built by and associated with prominent area farmer, A. M. (a.k.a. Alphonso or "Phonnie") Council and his wife, Vallaria (Ruby Council, interview; Carl Ferrell, interview). A. M. Council was described in one newspaper account as "a gentleman noted for the large sales of his famous bright tobacco" and "one of the wealthiest and most prominent citizens of the Green Level |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 5

Green Level Historic District, Wake County, North Carolina

section" (Apex Journal, Sept. 15, 1911).

- | | |
|----------------------------|--|
| C-B
turn of the 20th c. | <u>1a. Tobacco packhouse.</u> Frame, gable-front packhouse with side and rear shed additions. The building is covered in metal, although hand-hewn sills remain visible. |
| C-B
early 20th c. | <u>1b. Shed.</u> Small, frame, gable-front shed covered with metal. |
| C-S
turn of the 20th c. | <u>1c. Wellhouse.</u> Open frame, gable-front structure. |
| C-B
early 20th c. | <u>1d. Barn.</u> Frame, gable-front barn covered with metal. |
| C-B
early 20th c. | <u>1e. Shed.</u> Small, frame, gable-front shed covered with metal. |
| C-B
ca. 1930 | <u>1f. Vehicle storage building.</u> Frame, gable-front vehicle storage building covered with metal with two open bays in front gable. |
| C-B
ca. 1930 | <u>1g. Tobacco-curing barn.</u> Frame, gable-roofed tobacco-curing barn clad with vertical boards later covered with tar paper. |
| C-B
early 20th c. | <u>1h. Tobacco-curing barn.</u> Log, gable-roofed tobacco-curing barn covered with metal. |
| C-B
early 20th c. | <u>1i. Tobacco-curing barn.</u> Log, gable-roofed tobacco-curing barn covered with metal. |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 7

Green Level Historic District, Wake County, North Carolina

-
- | | |
|--|--|
| C-B
ca. 1920s | <u>2h. Garage.</u> Frame, gable-roofed garage with rear shed addition. |
| NC-B
ca. 1980s | <u>2i. Stable.</u> Frame, gable-front stable. Non-contributing due to age. |
| C-B
early 20th c. | <u>2j. Smokehouse/ woodshed.</u> The main section of this frame, gable-front building served as a woodshed. The shed on the east end was used as a smokehouse. A rear shed, now demolished, housed chickens. |
| C-B
ca. 1916; ca. 1930s | <u>2k. Alious Mills Store.</u> Built ca. 1916, this two-story, gable-front store building features six-over-six sash windows, gable returns, and double doors on both the front and rear elevations. One-story hip-roofed side wings flank the building and a hip-roofed room was added to the rear, probably in the 1930s. The first floor of the building housed the general merchandise business of Alious H. Mills and later, his son, Kenneth from 1916 to the 1960s. The upper story was used for storage. The building, which continued in use as a store until the 1970s, has been used for a variety of commercial purposes in the last several decades and currently houses an antiques business. |
| 3
8400 Green Level
Church Road

C-B
early 20th c. | Vick Council Rental House. Probably built around the turn of the century, this one-story, L-plan, frame dwelling features simple Victorian details, including a front bay window and diamond-shaped gable vents. Clad in plain weatherboard siding, the house has a rear ell addition, gable-returns, and an interior brick chimney. The original wrap-around porch was replaced with a small stoop in the 1960s. According to owner Carl Ferrell, the house was owned for some time as rental property by Green Level merchant, Vick Council, who operated the store once adjacent to the house. Alious Mills is said to have lived in this house with his family before building a new house and store just to the north. Mr. Ferrell and his wife purchased the property in 1955 and built several sheds and outbuildings. |
| NC-B
late 1950s | <u>3a. Garage.</u> Frame, gable-roofed two-car garage. Non-contributing due to age. |
| NC-B
1980s | <u>3b. Workshop.</u> Frame, gable-roofed workshop. Non-contributing due to age. |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 6

Green Level Historic District, Wake County, North Carolina

-
- | | | |
|---|----------------------|---|
| 2 | 3529 Beaver Dam Rd | <p>Alious H. and Daisey Mills Farm and Store. The Alious H. and Daisey Mills Farm consists of a prominent farmhouse, frame store building, and a large collection of domestic and farm buildings.</p> |
| | C-B
ca. 1916 | <p>Built ca. 1916, the house at the heart of the farm is two stories tall and two rooms deep, topped by a high hip roof. Situated in a grove of both hardwood and pine trees, the dwelling features a one-story wraparound porch supported by slender Doric columns, interior brick chimneys, and one-over-one sash windows. A garage has been added to the rear and a small portion of the porch has been enclosed.</p> <p>Alious H. Mills is said to have managed the Johnson and Mills store (no longer standing) at the Green Level crossroads before building this house and another store on this property just north of the crossroads around 1916. The 1920 census lists Mills, aged 39, as a retail merchant of a general store. He lived on the property with his wife, Daisey, two sons, Kenneth and Willard, and his brother, Eugene.</p> |
| | C-B
ca. 1930s | <p><u>2a. Alious Mills Tenant House.</u> This one-story, frame, gable-front dwelling has plain weatherboard siding and four-over-four sash windows. The wooden front porch is a recent replacement.</p> |
| | C-B
ca. 1930s | <p><u>2b. Shed.</u> Frame, gable front shed with open side shed.</p> |
| | C-B
early 20th c. | <p><u>2c. Potato house.</u> Gable-roofed potato house with brick foundation, log side walls, and board-and-batten siding on the front wall.</p> |
| | C-B
early 20th c. | <p><u>2d. Tobacco strip room.</u> Frame, gable-roofed tobacco strip room with concrete foundation and plain weatherboard siding.</p> |
| | C-B
early 20th c. | <p><u>2e. Feed barn.</u> Two-story, frame, gambrel-roofed feed barn.</p> |
| | C-B
early 20th c. | <p><u>2f. Corn crib.</u> Small frame, gable-roofed corn crib.</p> |
| | C-S
early 20th c. | <p><u>2g. Wellhouse.</u> Frame, pyramidal-roofed wellhouse with a wood-shingle roof topped by a finial.</p> |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 8

Green Level Historic District, Wake County, North Carolina

-
- | | | |
|---|--|--|
| | NC-B
1960s | <u>3c. Tractor shed.</u> Frame, gable-roofed tractor shed. Non-contributing due to age. |
| | NC-B
1960s | <u>3d. Shed.</u> Frame, gable-roofed utility shed. Non-contributing due to age. |
| 4 | 8509 Green Level Church Rd | Green Level Baptist Church. The Green Level Baptist Church property includes the church building, cemetery, and a modern parsonage and carport. |
| | C-B
ca. 1907; ca. 1920;
ca. 1975 | Built around 1907, the Green Level Baptist Church is one of the best examples of rural church architecture in Wake County. Featuring typical vernacular Gothic Revival details, such as pointed-arch windows and vents and a tower at the central bay, the church dominates the landscape in this rural community. Other notable details include curved rafter ends, five-panel doors, original weatherboard siding, and a finial topping the front tower. To the rear of the building is a two-story education wing that was added ca. 1920. This section features two-over-two sash windows and is topped by a tall hip roof. Another education wing was added to the south side of the building in 1975. Attached to the church by a small enclosed breezeway, this two-story, gable-front brick structure is simply finished with a small entry porch and six-over-six sash windows. A metal picnic shelter is attached to the rear of this wing.

Originally known as Providence Baptist Church, Green Level Baptist Church was organized in 1870 (and adopted its current name shortly after). The church's first building, which was shared with the Green Level Masonic Lodge for over three decades, was constructed in 1872 on land donated by Mr. and Mrs. A. C. Council. The church's first pastor was the Rev. Matthew S. Ferrell, who served for 15 years. The current church was built under the pastorate of Rev. J. A. Council. |
| | NC-B
ca. 1960s | <u>4a. Green Level Baptist Church Parsonage.</u> Brick ranch with simple classical porch. Non-contributing due to age. |
| | NC-S
ca. 1980s | <u>4b. Carport.</u> Freestanding frame carport probably built in the 1970s or 1980s. Non-contributing due to age. |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 9

Green Level Historic District, Wake County, North Carolina

-
- | | | |
|---|---|--|
| | NC-Site
late 19th c. to
present | <u>4c. Green Level Baptist Church Cemetery.</u> Located behind the church and adjacent Masonic Lodge, the cemetery contains graves marked mostly with manufactured marble and granite stones. The earliest marked grave is 1882. Prominent community names found on stones in the cemetery include Council, Mills, Yates, Upchurch, Sears, and Hilliard. While there are a number of marked graves in the cemetery that date from the late nineteenth and early twentieth centuries, the majority are less than fifty years old, rendering it non-contributing due to age. |
| 5 | 8527 Green Level
Church Rd

NC-B
1980 | Green Level Masonic Lodge. Built in 1980 to replace an earlier building removed from the site, this one-story, gable-roofed lodge building is made of textured concrete blocks. The cornerstone reads: Green Level Lodge No. 277, A. F. and A. M., September 12 1980, Everett Stansil Aldridge, Grand Master. The building is non-contributing due to age.

The Green Level lodge was founded in 1867. The original building was built in 1872 and shared for over thirty years with the congregation of Green Level Baptist Church. |
| | NC-S
ca. 1980 | <u>5a. Wellhouse.</u> Small concrete-block, gable-roofed wellhouse. Non-contributing due to age. |
| | NC-B
ca. 1980s | <u>5b. Storage building.</u> Pre-fabricated metal storage. Non-contributing due to age. |
| 6 | 8425 Green Level
Church Rd

C-B
ca. 1930s | Kenneth and Reba Mills House. This period revival cottage, a one-and-a-half-story frame dwelling, displays simple Tudor Revival and Colonial Revival details, including a multi-gabled roofline, prominent front brick chimney, gable returns, porch topped by balcony, and paneled front door. The house has plain weatherboard siding and six-over-one sash windows.

This house and surrounding outbuildings were built by Kenneth and Reba Mills, probably in the 1930s, across Green Level Church Road from the house and store owned by Kenneth's father, Alious Mills. After Alious Mills retired, Kenneth operated the store for a number of years and later ran the Green Level Community store at the crossroads. |
| | C-B
ca. 1930s | <u>6a. Garage.</u> Frame, gable-roofed garage. |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 10

Green Level Historic District, Wake County, North Carolina

-
- | | | |
|---|--|---|
| | C-B
ca. 1930s | <u>6b. Vehicle storage building.</u> Frame, gable-roofed vehicle storage building. |
| | C-B
ca. 1930s | <u>6c. Shed.</u> Frame, gable-roofed shed. |
| | C-B
ca. 1930s | <u>6d. Chicken house.</u> Two-story, frame, gable-roofed chicken house with single-sash upper-story windows. |
| | C-S
ca. 1930s | <u>6e. Animal pen.</u> Small, frame, gable-roofed structure appears to have sheltered some sort of small animal. |
| 7 | 8413 Green Level Church Rd

NC-B
ca. 1975 | House. Two-story, brick split-level house. Non-contributing due to age. |
| 8 | 8401 Green Level Church Rd

C-B
1945; ca. 1970; ca. 1990s | Green Level Community Store. This small frame store building is said to have been built around 1945 by Albert Council when he returned from World War II. Typical of many country stores from this period, the Green Level Community Store is one-story tall with a gable-front orientation. A side shed addition was added ca. 1970 when Kenneth Mills leased the store from the Councils (Ruby Council, interview). The porch that spans the front of the building is a replacement. Operated as a store until recent years, the building is now a part of a landscaping and nursery business known as Cloer Nursery Co. |
| | NC-S
1990s | <u>a. Canopy.</u> Open, metal canopy that once sheltered gas pumps. Non-contributing due to age. |
| | NC-B
1990s | <u>b. Building.</u> One-story, frame, side-gable-roofed building that houses part of the Cloer Nursery Co. business. Non-contributing due to age. |
| | NC-S
1990s | <u>c. Canopy.</u> Open, frame canopy that shelters plants as part of the Cloer Nursery Co. business. Non-contributing due to age. |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 11

Green Level Historic District, Wake County, North Carolina

-
- | | | |
|----|--|---|
| 9 | 3525 Green Level Road West

C-B
ca. 1890

NC-B
early 20th c.

C-B
early 20th c. | <p>Vick and Mattie Council House. Probably built in the late nineteenth century, this one-story dwelling displays features typical late Victorian details. These include the "triple-A" roof found so commonly on Wake County houses of this period, as well as decorative vents and variegated patterned shingles in the gables and a front bay window. The original two front entrances appear to have been converted to windows with the enclosure of the end bays of the front porch.</p> <p>The house is associated with Vick Council, who operated a store in Green Level, and his wife, Mattie.</p> <p><u>9a. Garage.</u> Frame, gable-roofed garage. Non-contributing due to deterioration.</p> <p><u>9b. Shed.</u> Small frame, gable-front shed with open side shed.</p> |
| 10 | 3604 Green Level Road West

NC-B
Late 20th c.

NC-B
Late 20th c. | <p>Mobile Home. Late twentieth-century mobile home. Non-contributing due to age.</p> <p><u>10a. Shed.</u> Small gable-roofed shed. Non-contributing due to age.</p> |
| 11 | 3608 Green Level Road West

C-B
late 19th c.; early 20th c.; second half of 20th c. | <p>A. C. And Helon Council House. The A. C. and Helon Council House was built in several sections beginning in the late nineteenth century. According to Ruby Council, the one-story section that is now the rear ell was built first. The two-story front section was added in the early twentieth century after A. C. Council died. Topped by a triple-A roof, the two-story section is marked by exposed rafter ends, two-over-two sash windows, and an exterior-end brick chimney. The full-facade front porch is supported by square wooden posts. An attached garage has been added in recent years.</p> |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 12

Green Level Historic District, Wake County, North Carolina

The house remained in the Council family for much of the twentieth century. The 1920 census shows widow Helon Council living in this house with school-teacher daughters Bettie and Enid, as well as son, George, who was listed as a salesman. Local residents often refer to this house as the home of sisters Bettie and Beatrice Council, who occupied the home for many years in the twentieth century.

C-S
ca. 1910

11a. Wellhouse. Frame, gable-roofed structure shelters a brick well.

C-B
ca. 1930s

11b. House. Small, frame, gable-roofed house with German siding. A small gabled roof shelters the entry stoop. Windows have been covered up. Appears to have been a playhouse or storage building.

12 C-site

Green Level Historic District Landscape. The landscape of the Green Level Historic District encompasses the natural and man-made pattern of rural commercial and agricultural development that prevailed in late nineteenth- and early twentieth-century Wake County. This pattern consists primarily of a cluster of commercial buildings, dwellings, and community institutions located at the intersection of two or more major thoroughfares and the surrounding farmsteads whose inhabitants depended on the businesses of the crossroads.

The farmsteads on the edge of the district are themselves representative of developments in late nineteenth-century agriculture--especially the transforming influence of tobacco cultivation. The two farmsteads in the district, the A. M. and Vallaria Council Farm (no. 1) and the Alious H. and Daisey Mills Farm (no. 2), represent this transformation. These farms include cleared fields and farmsteads composed of relatively simple dwellings, domestic outbuildings, and curing barns, packhouses, and strip rooms for their tobacco crops. The farmsteads are surrounded by lightly rolling pastures and fields, some no longer in use and others still cultivated with hay or cover crops. The pastures and fields are typically bordered with woods of pine trees or fences and punctuated periodically with irrigation ponds. Despite heavy suburban development nearby, very little new construction has taken place within the boundaries of the district and Green Level retains the landscape elements that distinguish it as a rural community of its era.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Page 21 Photographs

Green Level Historic District, Wake County, North Carolina

Photographs

The following information applies to all photographs included in the Green Level Historic District National Register nomination unless otherwise noted.

Green Level Historic District
Wake County, North Carolina
Photographer: Ruth Little
June 1999

Negatives on file at North Carolina Division of Archives and History

Letters below are keyed to the sketch map.

- A. Overall view of Green Level Historic District from the north, showing Green Level Baptist Church and Alious H. and Daisey Mills Farm.
- B. A. M. and Vallaria Council House, A. M. and Vallaria Council Farm, view from the southwest.
- C. Tobacco barns, A. M. and Vallaria Council Farm, view from the north.
- D. Alious H. and Daisey Mills House and Store, view from the west.
- E. Alious H. and Daisey Mills House, view from the west.
- F. Green Level Baptist Church, view from the east.
Kelly Lally Molloy, 12-1999
- G. Green Level Baptist Church Cemetery, view from the northeast.
Kelly Lally Molloy, 12-1999
- H. Green Level Masonic Lodge (NC), view from the east.
- I. Chicken House, Kenneth and Reba Mills House, view from the north.
- J. Green Level Community Store, view from the east.
Kelly Lally Molloy, 6-1999
- K. A. C. and Helon Council House, view from the southwest.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 20

Green Level Historic District, Wake County, North Carolina

SECTION 10

UTM References

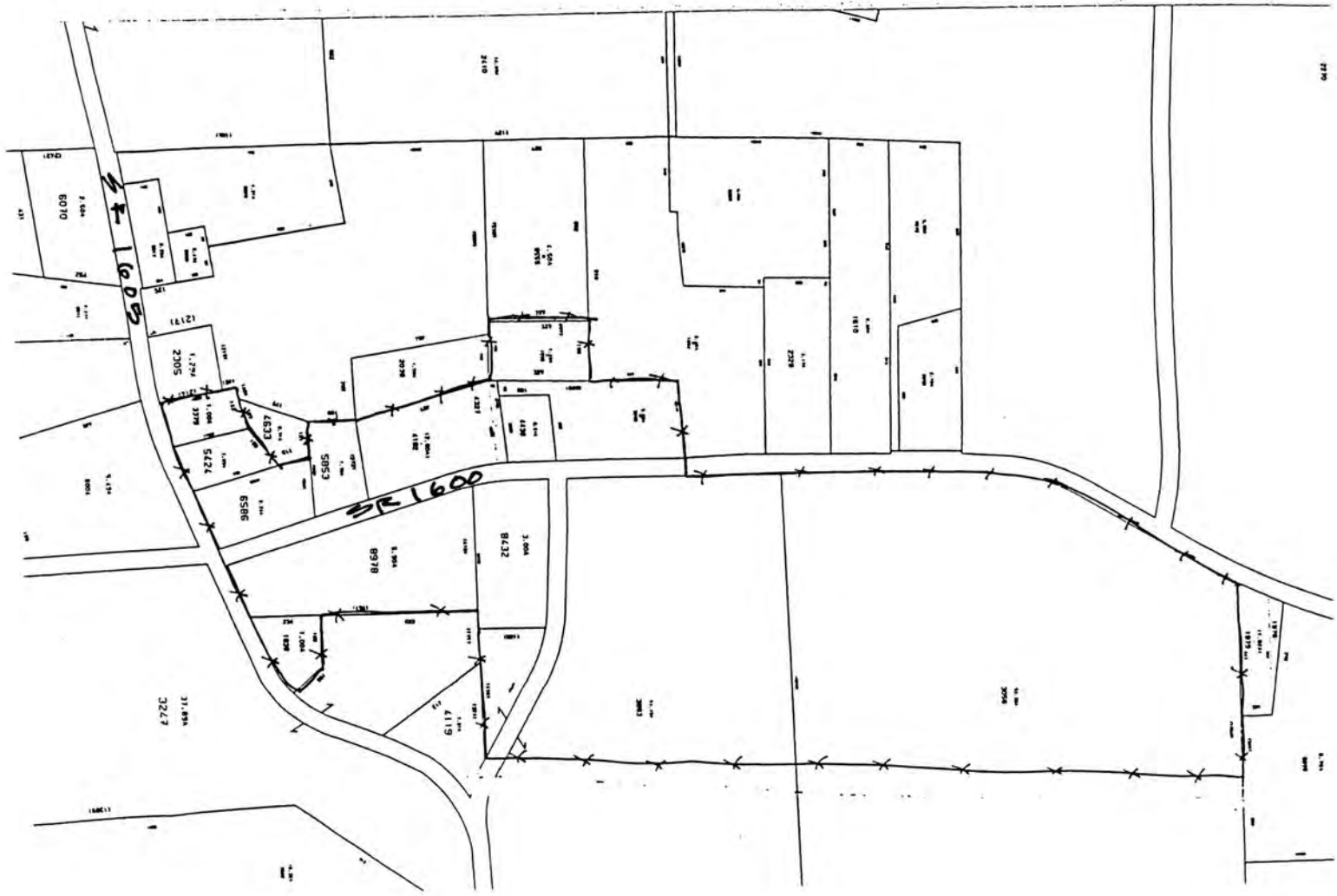
	Easting	Northing
A	689340	3962240
B	689810	3962200
C	689710	3961240
D	689290	3961160

Verbal Boundary Description

The boundary for the Green Level Historic District is shown with a dashed line on the accompanying map, drawn at a scale of 1" = 200'.

Boundary Justification

The boundary for the Green Level Historic District is drawn to include all surviving historic resources in the crossroads village, as well as nearby farmsteads and associated acreage that depict the relationship between agriculture and commerce in this historic crossroads community. The boundaries exclude rural properties without buildings that show this relationship.



04.22

472C
1487.1C
2227

SR 1600

SR 1605

0109
1.400
100.0

5062
1.275
100.0

7275
1.000
100.0

5424
1.000
100.0

6586
1.000
100.0

8132
1.000
100.0

8133
1.000
100.0

8134
1.000
100.0

8135
1.000
100.0

8136
1.000
100.0

8137
1.000
100.0

8138
1.000
100.0

8139
1.000
100.0

8140
1.000
100.0

8141
1.000
100.0

8142
1.000
100.0

8143
1.000
100.0

8144
1.000
100.0

8145
1.000
100.0

8146
1.000
100.0

8147
1.000
100.0

8148
1.000
100.0

8149
1.000
100.0

8150
1.000
100.0

8151
1.000
100.0

8152
1.000
100.0

8153
1.000
100.0

8154
1.000
100.0

8155
1.000
100.0

8156
1.000
100.0

8157
1.000
100.0

8158
1.000
100.0

8159
1.000
100.0

8160
1.000
100.0

8161
1.000
100.0

8162
1.000
100.0

8163
1.000
100.0

8164
1.000
100.0

8165
1.000
100.0

8166
1.000
100.0

8167
1.000
100.0

8168
1.000
100.0

8169
1.000
100.0

8170
1.000
100.0

8171
1.000
100.0

8172
1.000
100.0

8173
1.000
100.0

8174
1.000
100.0

8175
1.000
100.0

8176
1.000
100.0

8177
1.000
100.0

8178
1.000
100.0

8179
1.000
100.0

8180
1.000
100.0

8181
1.000
100.0

8182
1.000
100.0

8183
1.000
100.0

8184
1.000
100.0

8185
1.000
100.0

8186
1.000
100.0

8187
1.000
100.0

8188
1.000
100.0

8189
1.000
100.0

8190
1.000
100.0

8191
1.000
100.0

8192
1.000
100.0

8193
1.000
100.0

8194
1.000
100.0

8195
1.000
100.0

8196
1.000
100.0

8197
1.000
100.0

8198
1.000
100.0

8199
1.000
100.0

8200
1.000
100.0

A detailed map of the Western Wake Freeway project area in North Carolina. The map shows the project route (R-2635) running from the west towards the east, passing through Cary, Raleigh, and Garner. Major roads like I-405, I-85, and I-77 are visible. The map is titled "V. CONCURRENCE FORM FOR THE ASSESSMENT OF EFFECTS" and includes the project number "R-2635" and the name "WESTERN WAKE FREEWAY".

**V. CONCURRENCE FORM FOR THE
ASSESSMENT OF EFFECTS**

R-2635

WESTERN WAKE FREEWAY

Federal Aid # MA-55-(4) TIP # R-2635 County WAKE

CONCURRENCE FORM
FOR
ASSESSMENT OF EFFECTS

Brief Project Description

NEW FACILITY BETWEEN NC 55 NORTH OF HOLLY SPRINGS
TO NC 55 NEAR THE RESEARCH TRIANGLE PARK IN WAKE CO.

On JAN. 29, 1998, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (SHPO)
- Other _____

reviewed the subject project and agreed

- there are no effects on the National Register-listed property within the project's area of potential effect and listed on the reverse.
- there are no effects on the National Register-eligible properties located within the project's area of potential effect and listed on the reverse.
- there is an effect on the National Register-listed property/properties within the project's area of potential effect. The property-properties and the effect(s) are listed on the reverse.
- there is an effect on the National Register-eligible property/properties within the project's area of potential effect. The property/properties and effect(s) are listed on the reverse.

Signed:

[Signature] 1/29/98
Representative, NCDOT, Historic Architectural Resources Section Date

[Signature] 2/2/98
FHWA, for the Division Administrator, or other Federal Agency Date

[Signature] 1/29/98
Representative, SHPO Date

[Signature] 2/9/98
State Historic Preservation Officer Date

(over)

Federal Aid # MA-55-(4) TIP # R-2635 County Wake

Properties within area of potential effect for which there is no effect. Indicate if property is National Register-listed (NR) or determined eligible (DE).

Properties within area of potential effect for which there is an effect. Indicate property status (NR or DE) and describe effect.

Green Level Historic District (DE) - adverse effect for Alternatives A, C, and D.

Reason(s) why effect is not adverse (if applicable).

Initialed: NCDOT JWL FHWA WJ SHPO RSC

DURNAM

VI. CORRESPONDENCE & PUBLICATIONS

WAKE

RALEIGH

CARY

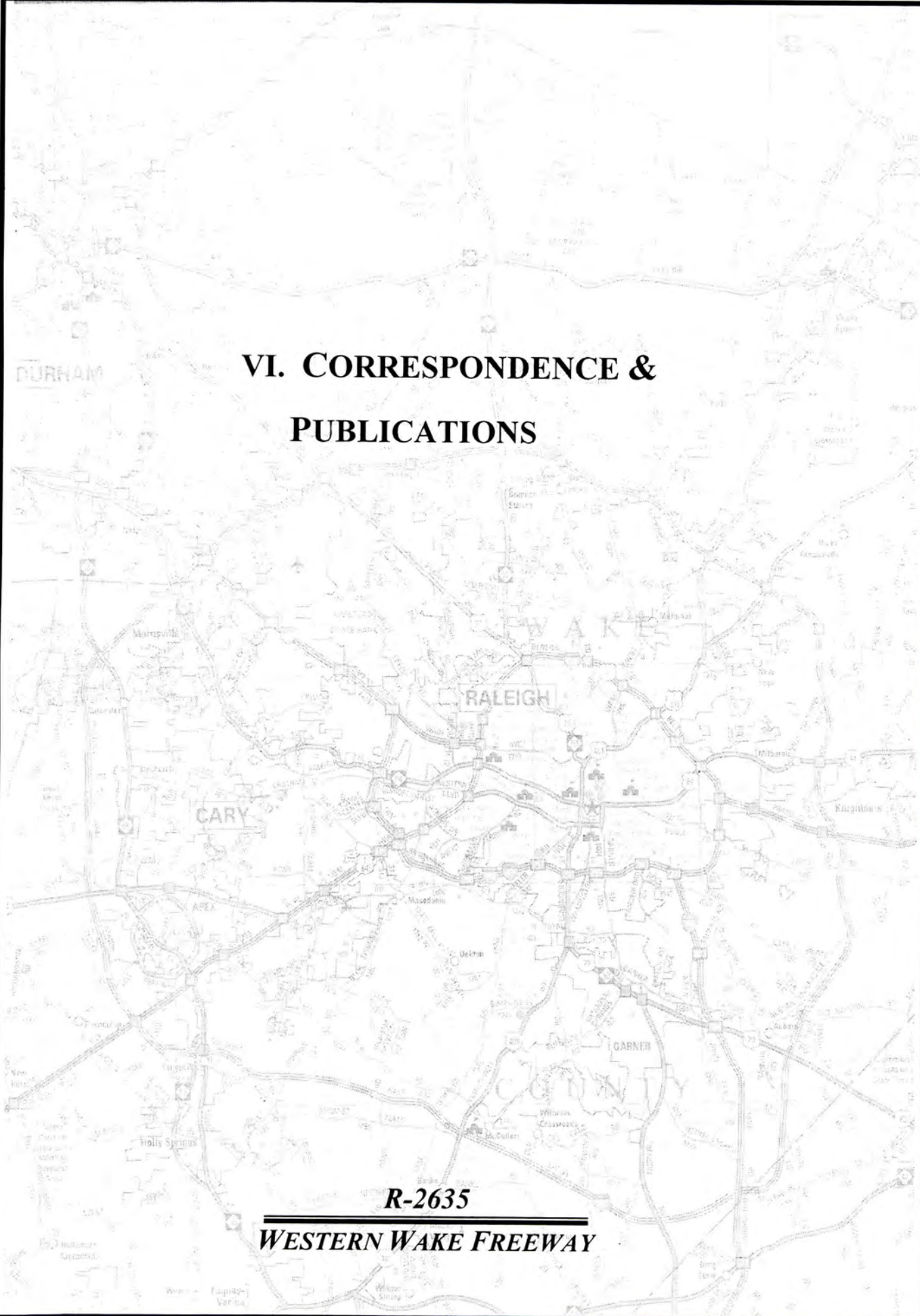
APEX

GARNER

COUNTY

R-2635

WESTERN WAKE FREEWAY





North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

April 6, 1995

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: NC 55 from proposed Holly Springs bypass to
north of US 1, Wake County, R-2635, Federal Aid
Project No. MA-55-(4), State Project No.
8.1403301, ER 95-8490

Dear Mr. Graf:

On March 30, 1995, Debbie Bevin of our staff met with North Carolina Department of Transportation (NCDOT) staff for a meeting of the minds concerning the above project. We reported our available information on historic architectural and archaeological surveys and resources along with our recommendations. NCDOT provided project area photographs and aerial photographs at the meeting and for our use afterwards.

Based upon our review of the photographs and the information discussed at the meeting, we offer our preliminary comments regarding this project.

In terms of historic architectural resources, we are aware of no historic structures located within the area of potential effect. We recommend that no historic architectural survey be conducted for this project.

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

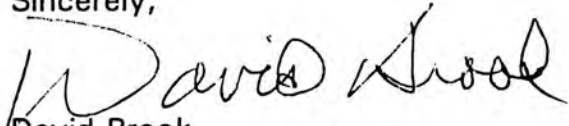
Having provided this information, we look forward to receipt of either a Categorical Exclusion or Environmental Assessment which indicates how NCDOT addressed our comments.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Nicholas L. Graf
April 6, 1995, Page 2

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

A handwritten signature in cursive script that reads "David Brook". The signature is written in black ink and is positioned above the typed name.

David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
B. Church
T. Padgett



North Carolina Department of Cultural Resources

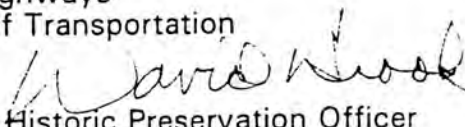
James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

February 12, 1996

MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
Department of Transportation

FROM: David Brook 
Deputy State Historic Preservation Officer

SUBJECT: Western Wake Expressway, NC 55 from
north of Holly Springs to NC 55 near
Research Triangle Park, Wake County, R-
2635, State Project 6.408006T, ER 96-
8188

Thank you for your letter of January 24, 1996, concerning the above project. Kelly Lally completed a comprehensive survey of historic architectural resources in Wake County in 1991.

We have conducted a search of our maps and files and have located the following structures of historical or architectural importance within the corridors highlighted on the maps provided to us:

- Carpenter Nutt House (WA 961), SR 1726, Carpenter vicinity
- House (WA 962), Hwy. 55, Carpenter vic.
- Batchelor House (WA 983), SR 1621, Carpenter vic.
- Hillman Yates House (WA 984), off SR 1621
- House (WA 1008), SR 1615, Green Level vic.
- Mills House (WA 1009), SR 1615, Green Level vic.
- Buck Mills House (WA 1010), SR 1615, Green Level vic.
- Williams-Roberts Farm (WA 1016), SR 1608, Green Level vic.
- Williams House (WA 1017), SR 1608, Green Level vic.



House (WA 1020), SR 1601, Green Level vic.

Eulass Morris House (WA 1021), SR 1601, Green Level vic.

House (WA 1023), SR 1624, Carpenter

Peter Johnson House (WA 1040), SR 1160, Apex vic.

Farrar House (WA 1051), SR 1162, Apex vic.

Hunter House (WA 1057), SR 1101, Apex vic.

We have reviewed the survey files for these properties and believe that they do not require further evaluation by the North Carolina Department of Transportation. Although there may be properties within the project's area of potential effect constructed in the 1940s that Ms. Lally did not evaluate, we believe few are likely to be eligible for listing at this time and do not warrant additional survey.

In terms of archaeological resources, one recorded site (31WA46) is located within the area of potential effect of the "improve existing" alternative and three sites (31WA1147, 31WA1148, and 31WA1149) are located within the area of potential effect for Alternate 1. All of these sites were recorded by amateur archaeologists and none have been evaluated for their eligibility for inclusion in the National Register of Historic Places. If the "improve existing" alternate is selected, 31WA46 should be relocated and tested, but no additional archaeological survey is recommended. If Alternate 1 is selected, 31WA1147, 31WA1148, and 31WA1149 should all be relocated and tested. Additional areas will likely be recommended for survey for this alternate as well.

Please forward specific information concerning the selected alternate as soon as it is available so that we may complete our review.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

DB:slw

cc: N. Graf
B. Church
T. Padgett
Wake County Historic Preservation Commission



North Carolina Department of Cultural Resources

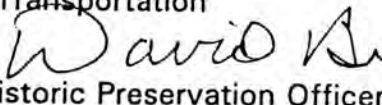
James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

June 25, 1996

MEMORANDUM

TO: H. Franklin Vick, P.E., Manager
Planning and Environmental Branch
Division of Highways
Department of Transportation

FROM: David Brook 
Deputy State Historic Preservation Officer

SUBJECT: Western Wake Expressway from north of
SR 1172 to NC 55, Wake County, R-
2635, State Project 6.408006T, 96-E-
4220-0752

We have received information concerning the above project from the State Clearinghouse.

In our letter of February 12, 1996, we identified historic architectural resources within two corridors highlighted on maps identified by the North Carolina Department of Transportation (NCDOT). The two corridors represented the preserved corridor and the improve existing corridor. We have reviewed the information provided in that letter and realize that we neglected to identify two properties in those corridors:

Howell-Mann House (WA 1018), southwest corner of junction between SR 1608 and NC 55, Green Level vicinity. We have reviewed the survey file for this property and believe it does not require further evaluation by NCDOT.

Carpenter Historic District (WA 787), junction of SR 3014 and SR 1617, just east of NC 55. This district is included on our state study list.

We also note that the Green Level Historic District (WA 1006) is incorrectly mapped on the maps provided to us by NCDOT in January. The correct location for the Green Level Historic District is north of the junction between SR 1605 and SR 1600.

We understand that there are additional alternative corridors being considered by NCDOT. We recommend that NCDOT consult with us regarding the identification of historic properties once the alternatives are selected.



H. F. Vick
June 25, 1996, Page 2

As noted in our memo dated February 12, 1996, and your scoping document, each of the alternatives under study will affect known archaeological sites which need to be evaluated for their National Register eligibility. When an alternative has been selected, please notify us so we can evaluate which areas, if any, need archaeological survey and which known sites need testing.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

DB:slw

cc: State Clearinghouse
N. Graf
✓ B. Church
T. Padgett
Wake County Historic Properties Commission



North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

September 23, 1996

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Western Wake Expressway, NC 55 from north
of Holly Springs to NC 55 near Research Triangle
Park, Wake County, R-2635, State Project
6.408006T, ER 97-7347

Dear Mr. Graf:

A copy of the North Carolina Department of Transportation's (NCDOT) August 14, 1996, letter to you concerning the above project was hand-delivered to us on August 29, 1996, along with the land-suitability map for the project area.

Given the availability of comprehensive information about Wake County's historic architectural resources, we believe that a phase I, reconnaissance-level survey is not necessary for this project. We have reviewed the land-suitability map and the information in our maps and files regarding historic architectural resources in the general project area, and have the following comments.

Please note the following errors in the mapping of historic architectural resources on the land-suitability map provided to us:

WA 1849 is mapped at the wrong location. Its correct location is on SR 1142.

WA 847 is mapped but not numbered.

WA 843, WA 845, WA 1006, WA 1059, WA 1074, and WA 1092 are not shown on the map.

We have attached a list of all known structures of historic or architectural significance within the entire area shown on the land-suitability map. Of those, the following are included in either the National Register of Historic Places or the state study list:

WA 767, G. H. Baucom House. This property was placed on the state study list on July 11, 1991.

WA 787, Carpenter Historic District. This property was placed on the state study list on July 12, 1990. Properties WA 749-WA 760 may be included within the boundaries of this district.



WA 843, Saint Mary AME Church. This property was placed on the state study list on July 12, 1990.

WA 844, (former) Apex Colored School. This property was placed on the study list on July 12, 1990, but has since been destroyed.

WA 1005, Green Level Baptist Church. This property was placed on the study list on July 13, 1995.

WA 1006, Green Level Historic District. This property was placed on the study list on July 11, 1991.

WA 4047 and WA 4097, Apex Historic District and Boundary Increase. The original district was listed in the National Register on March 17, 1994, and its boundaries were increased on March 10, 1995.

There are two additional properties in the general project area that we believe merit further evaluation by NCDOT:

WA 979, Green Hope School Buildings, Carpenter vicinity.

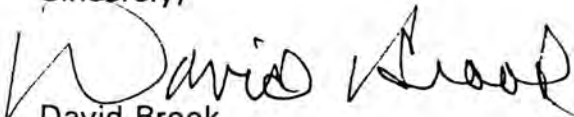
WA 1039, Pearson House, Apex vicinity.

We recommend that NCDOT evaluate all the potentially eligible properties listed above for National Register eligibility and report the findings to us. We believe the rest of the properties within the general project area and included on the attached list do not require further evaluation. However, because of the widespread distribution of the Wake County survey publication, *The Historic Architecture of Wake County, North Carolina*, there may be individuals who consider their properties historic and will have questions concerning eligibility. If that is the case, we may recommend that NCDOT evaluate these additional properties.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,



David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: H. F. Vick
 C. Bruton
Wake County Historic Preservation Commission



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

DIVISION OF HIGHWAYS
P.O. BOX 25201, RALEIGH, N.C. 27611-5201

GARLAND B. GARRETT JR.
SECRETARY

May 30, 1997

Mr. Nicholas L. Graf, P.E.
Division Administrator
Federal Highway Administration
P.O. Box 26806
Raleigh, North Carolina 27601

Dear Mr. Graf:

Subject: Historic Architectural Resources Survey Report - Phase II (Abridged), for
the Western Wake Freeway, Wake County, State Project No. 6.408006T
, TIP Project No. R-2635

Please find enclosed a copy of the report prepared by our historic architectural staff. This work was undertaken in compliance with Section 106 of the National Historic Preservation Act and the guidelines issued by the Advisory Council on Historic Preservation.

Please submit this report as documentation to the State Historic Preservation Office (SHPO). If the SHPO concurs with these findings, please provide our office with a copy of the concurrence documentation. If any questions should arise regarding this report, please contact Mr. Ed Davis at 733-7844, Extension 298.

Sincerely,

A handwritten signature in cursive script that reads "H. Franklin Vick".

H. Franklin Vick, P.E., Manager
Planning and Environmental Branch

HFV/plr

Enclosures (3 copies)

cc: Charles Bruton
Barbara Church





North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

July 9, 1997

Nicholas L. Graf
Division Administrator
Federal Highway Administration
Department of Transportation
310 New Bern Avenue
Raleigh, N.C. 27601-1442

Re: Western Wake Freeway, Wake County, R-2635,
State Project 6.408006T, ER 97-9328

Dear Mr. Graf:

Thank you for your letter of June 5, 1997, transmitting the historic structures survey report by Ed Davis concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for the National Register of Historic Places under the criterion cited:

Green Level Historic District (WA 1002-1007), junction of SR 1605 and SR 1600. This district is included on the state study list. The Green Level Historic District is a rural crossroads farming community that includes residential, agricultural, commercial, and institutional buildings and structures dating from the 1880s to the 1940s. It is eligible under Criterion A for agriculture and commerce and Criterion C for architecture. We believe the proposed boundaries are appropriate for this property. Please see our additional comments in the attachment regarding the property's entry.

The following property was determined not eligible for listing in the National Register of Historic Places:

Pearson House (WA 1039), south side of SR 1160, 1.2 mile east of SR 1163, Apex vicinity. The house's rural setting has been irretrievably altered by the demolition of its gambrel-roofed barn, log tobacco barn, and terra-cotta tile outbuilding, and the subsequent construction of the Dogwood Ridge Subdivision on property formerly associated with the house. The Pearson House has lost integrity of setting, feeling, and association. Please see our additional comments in the attachment regarding this property.

The report meets our office's guidelines and those of the Secretary of the Interior.

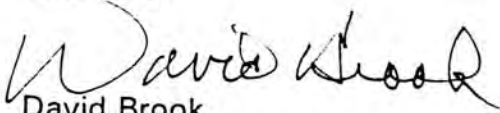


Nicholas L. Graf
July 9, 1997, Page 2

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,



David Brook
Deputy State Historic Preservation Officer

DB:slw

Attachment

cc: H. F. Vick
 B. Church
Wake County Historic Preservation Commission
Apex Historical Society

ATTACHMENT

Green Level Historic District

Please note that citations in the report from National Register Bulletin 50 are actually from National Register Bulletin 15.

When evaluating properties under the National Register criteria, an area of significance must be identified for each criterion. The property's evaluation under Criterion A should have identified which areas of significance relate to the pattern of events for which the property is significant (i.e. commerce and agriculture).

The report's quotation from National Register Bulletin 15, page 13, paragraph 3, applies to a special category of properties with traditional cultural significance which "is derived from the role a property plays in a community's historically rooted beliefs, customs, and practices." Additional evaluation would be required to identify Green Level as a traditional cultural property.

Pearson House

In reviewing the report, we realized that the Pearson House had been determined eligible for the National Register on July 16, 1996, through review of the Dogwood Ridge Subdivision project. We regret our oversight in not notifying the Federal Highway Administration of this determination previously. However, we believe the eligibility of the house has been compromised by the construction of the subdivision, and that the reevaluation by the North Carolina Department of Transportation was warranted.

Yamamoto



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240



ER-99/1061

FEB 7 2000

Mr. Nicholas L. Graf, P.E.
Division Administrator
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601



Dear Mr. Graf:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Impact Statement (DEIS)/ Section 4(f) Evaluation for the Western Wake Freeway, from NC-55 at SR-1172 (Old Smithfield Road) to NC-55 near SR-1630 (Alston Avenue), Tip Number R-2635, Wake County, North Carolina.

Section 4(f) Evaluation Comments

We concur that there is no prudent and feasible alternative to the proposed project, if project objectives are to be met. However, we do not believe that all possible planning has been done to minimize harm to Section 4(f) resources.

Park and Recreation Resources.

We are pleased that Alternative D was eliminated to avoid impacts on the recreational land in the Town of Cary, located on the south side of SR-1621 (Green Hope School Road), at its intersection with SR-1600 (Green Level Church Road).

The Section 4(f) Evaluation indicates that no land will be taken for highway purposes from Olive Chapel Park and Kelly Glen Park within the Alternative A corridor. Documented evidence should be provided in the Final Section 4(f) Evaluation that the Town of Apex agrees with your determination. The Section 4(f) Evaluation indicates also that the project will be planned to avoid taking land from the property along SR-1153 (Old Holly Springs-Apex Road) which will be developed by Wake County for a soccer facility and park. Documented evidence should be provided in the Final Section 4(f) Evaluation that Wake County agrees with your determination.

Historic and Archeological Resources

The DEIS indicates that a Memorandum of Agreement (MOA) will be developed with the State Historic Preservation Officer to address project impacts on the Green Level Historic District. The MOA should include measures to avoid and/or minimize harm to the historic district, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. A signed copy of the MOA should be included in the Final Section 4(f) Evaluation.

Environmental Statement Comments

The U.S. Fish and Wildlife Service (FWS) has reviewed the subject DEIS and provided the following comments in accordance with the Fish and Wildlife Coordination Act (FWCA), as amended, (16 U.S.C. 661-667d) and Section 7 of the Endangered Species Act (ESA) of 1973, as amended, (16 U.S.C. 1531-1543).

In general, the DEIS does a more than adequate job of describing the project, project alternatives, the existing natural resources, the potential impacts of proposed project alternatives on these resources, the need for mitigation, the extent of resource agency involvement in this project, and the need for Federal permits.

The purpose of the proposed project is to provide a high speed, multi-lane, controlled access freeway to accommodate the increasing transportation demand in the Raleigh area. The need for the project is demonstrated by the area's increasing travel demand, the limited number of north-south arterials, and a needed improvement in safety. Currently, the level of congestion on NC-55 and associated roadways contributes to an accident rate substantially higher than the statewide average for similar type routes. The FWS concurs with the Purpose and Need for this project and with the supporting traffic and accident data presented.

As noted in Table IV-11 on page IV-51, Alternative A will impact approximately 40 acres of wetlands of the United States, 14 acres of ponds, and 12,138 linear feet of streams. Alternative C will impact approximately 28 acres of wetlands of the United States, 11.8 acres of ponds, and 12,910 linear feet of streams, respectively. Based on the information provided in the DEIS, with either alternative being considered equally, the FWS would recommend Alternative C as being the least environmentally damaging practical alternative. However, our "No Objection" to any U.S. Army Corps of Engineers (COE) permit required for this project is contingent upon a resource agency approved mitigation plan being incorporated into the application for a Section 404 permit from the COE.

Endangered Species Act Comments

The DEIS, on pages IV-56 to IV-59, presents a detailed discussion of the four federally-protected species that occur in Wake County. The FWS concurs with the "No Effect" determinations for the dwarf wedge mussel (*Alasmidonta heterodon*), bald eagle (*Haliaeetus leucocephalus*), red-cockaded woodpecker (*Picoides borealis*), and Michaux's sumac (*Rhus michauxii*). However, please be aware

that this concurrence is based upon an evaluation of the data currently available. If additional information regarding these, or any other species, comes to light, this determination may be reconsidered.

In summary, the FWS believes that the DEIS adequately addresses those elements prescribed by the National Environmental Policy Act (NEPA). However, in order to mitigate for expected wetland and surface water losses, the FWS will insist on the use of all feasible design and construction techniques, and the implementation of a comprehensive plan of compensatory mitigation for all unavoidable wetland and surface water losses.

Summary Comments

The Department of the Interior will provide you with further comments on the Section 4(f) aspects of this project upon the circulation of the Final Environmental Impact Statement/Section 4(f) Evaluation for public review and comment.

We appreciate the opportunity to provide these comments.

Sincerely,



Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:

✓
Mr. William D. Gilmore, P.E.
Manager
Planning and Environmental Branch
North Carolina Department of Transportation
Post Office Box 25201
Raleigh, North Carolina 27611



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

DAVID MCCOY
SECRETARY

MEMO TO: Post Hearing Meeting Attendees

FROM: John Alford, PE *John Alford*
State Roadway Design Engineer

DATE: August 21, 2000

PROJECT: Project 6.408006T (R-2635) Wake County
Western Wake Freeway from NC 55 at SR 1172 (Old Smithfield
Road) to NC 55 near SR 1630 (Alston Avenue)

POST HEARING MEETING

The post-hearing meeting was held in the Roadway Design conference room at 9:00 a.m. on August 18, 2000, to discuss the comments received from the Corridor Public Hearing. The Corridor Public Hearing was held June 27, 2000 at the Jones Community Center in Apex. Approximately 300 people were in attendance. Forty-three people spoke at the hearing and we have received one hundred fifty-seven pieces of correspondence since the hearing. Of the 200 people who have voiced their concerns, 166 were opposed to Alternate C, 2 were opposed to Alternate A and the others had various comments or questions. Summarized below are the comments made by the public.

COMMENTS MADE AT THE HEARING

Keith Weatherly: (Mayor of Apex) The town of Apex requested that Alternate C be dropped due to the negative impact that it would have on the existing and proposed residential developments.

Johnson Russell: He requested Alternate C be dropped due to the negative impact it would have on the intersection of Hwy 55 and 64.

Scott Fogerty: He would like Alternate C dropped because of cost, lack of communication to the people involved and lack of compassion for the people who are being relocated and trying to sell their homes.

Susan Suggs: She supports Alternate A. Alternative A is consistent with the development patterns on the ground and will impact fewer homes and is consistent with Apex's long range planning efforts. Ms. Suggs stated that there are more wetlands connected with Alternate C than has been identified.



Post Hearing Meeting Attendees

August 21, 2000

Page 2

Craig Thompson: Mr. Thompson is a resident of Kelly Glen Subdivision. He stated that he knew of the protected corridor when he purchased his home. He doesn't have a problem with the road being in the protected location. He does have a problem with the 1200' width that is now being described as the corridor. He says that being in the corridor has the potential to be a tremendous problem if he or his neighbors wish to sell their homes. No one will consider buying their houses now. He wanted to remind everyone that the residents are part of the Eco System too.

Brenner Boyd: Mr. Boyd lives in Alternate A. He doesn't like the additional width of the corridor. It is causing a lot of apprehension that is unnecessary.

Jenny Sloan: Ms. Sloan is close to Alternate A. She had an experience when 64 was widened with a rise in the water table. Ms. Sloan wanted to remind DOT to consider the water tables, septic systems and wells. She requested that we expedite the decision because it affects people's lives.

Marsha Derynck: Ms. Derynck would like to see Hwy 54 & 55 widened and the slack taken up by light rail. A narrow little train will take up much less room than 1200'.

Dan Hills: He spoke in favor of Alternative A because it is farther west, less built up and it is in the reserved corridor.

Louanne Shea: (Cameron Park) Ms. Shea talked about the stress involved with the affects of Alternate C on the neighbors.

Eddie Jones: Mr. Jones lives in Cameron Park and is opposed to Alternate C. He says the right of way cost is based on 1998 figures, so the cost difference is more than the \$37 million. Mr. Jones thinks that Alternate C will stall the growth of Apex and destroy the downtown historical area. Mr. Jones thinks this situation is going to be stressful especially for the children.

Jay Summers: Passed

David Sheehan: (Cameron Park) Mr. Sheehan is opposed to Alternate C due to increased cost, close proximity to NC 55, increased traffic and the close proximity to historic Apex.

Drew Moen: (Hadden Hall) Mr. Moen is opposed to Alternate C. He states that DOT should be more informative to the public. He has owned his home for only 2 years. He said that he did all the research that he could and he was not informed of any alternates, except the one under corridor protection.

Mike Kraft: Mr. Kraft is opposed to Alternate C. He thinks that it is totally unfair not to have been informed about this alternative before he purchased his home. He doesn't want his life to be in limbo for the next 10 years.

Rajnarayan: (Cameron Park) He is opposed to Alternate C. He would like to see a decision made as quickly as possible because the people have their lives on hold.

Johathan Morgan: Mr. Morgan lives in Cameron Park and is opposed to Alternate C. He can't understand why no one that he talked to with DOT or Apex Planning Department informed him about this alternate. He has been in his house for only one year.

Tracy Satterwhite: She and her husband live in Cameron Park. Her husband is a builder. They have several unsold houses in Cameron Park that they will not be able to sell because of Alternate C. She says that it is unfair that they were not informed about this prior to the hearing.

Don Flatress: (Cameron Park) Mr. Flatress states that Alternate C is a straw dog and no one has any intentions of building it. He thinks it was developed to divert the attention away from Alternate A. He doesn't like Alternate A either.

Dave Lockard: (Cameron Park) He asked who had proposed Alternate C and who wanted it? Mr. Lockard referred to a statement made by Carl Goode and stated he did not understand the process. He suggested changing the process to make it more understandable.

Unidentified Female: She wanted to know who owns the land where Alternate A is located. Also, what is going to happen to the land if Alternate A is not selected? Has any of this land been purchased by DOT? Do the wetlands have anything to do with Alternate C?

Answer: *The moderator explained that the same property owner still owned the land, they just could not build on it. If Alternate A is not selected, then we would remove the stipulation from their deed. We would resell any property that we had purchased through early acquisition. The original property owner would have the first option. The wetlands may be private property but they come under the jurisdiction of the Army Corps of Engineers. We are required by federal regulations to show more than one alternative as being reasonable and feasible while preparing a Draft Environmental Impact Statement and presenting it for public comment.*

John Egans: Have the property owners that are within Alternate A been notified that their property is reserved?

Answer: They should have been.

Brian White: (Castlewood) Mr. White owns property on Olive Chapel Road and has owned it for 10 years. He stated that he was not notified that his property was inside the protected corridor.

Jewel Morris: (Rosewood Development) She opposed Alternate C.

Bill Turnout: (Hadden Hall) He opposed Alternate C. Mr. Turnout stated that he believes the summary of impacts is two years old. Therefore, there are a lot more homes affected than the list reveals.

Katherine Martin: (Homestead Park) She wants to know if noise walls would be considered if Alternate A is selected.

Answer: The only noise wall feasible along Alternate A is along Kelly Glen.

Jeff Bridges: (Kelly Glenn Subdivision) He wants to urge DOT to stay within the 300' of right of way. The 1200' band for the corridor is too close to his house.

Tim Everett: (Kelly Glenn Subdivision) Mr. Everett is concerned because he needs to put his house on the market and it is within the 1200' corridor. He would like a decision to be made as quickly as possible.

Ron Magiano: He wanted the whole concept explained again, how Alternate C was developed. He also asked when the right of way was going to be purchased.

Cathy: (Cameron Park) She suggested that a decision be made quickly because people's lives are being planned around the decision.

Unidentified Female: (Cameron Park) She strongly opposed Alternate C.

Unidentified Male: He wanted to know, once a decision is made, could it be changed later?

Answer: Highly unlikely, DOT would not go back to Alternate C if Alternate A is chosen and visa versa. The alignment could have slight deviations within the corridor, but it would be unlikely to change very much.

Mike Oakland: (Castleray Subdivision) Mr. Oakland wanted to know if DOT had any input into issues concerning the local zoning. Also, he wanted to warn the people to be careful because DOT would buy the land and make you haul away your house.

Answer: DOT has no control over zoning. The moderator also stated that having a property owner haul away their house is only one option and the property owner is the one who gets the choice.

Claude Burchette: She asked how many people received notification about Alternate C. She says that DOT missed the mark and should do better.

Unidentified Female: She asked about the wetlands and how important were they in making decision between Alternate A and Alternate C.

Answer: The moderator stated that the wetlands are important, but public comment also weighs heavy in the decision.

Jean Manual: Ms. Manual was representing the Corps of Engineers. She explained that she was at the hearing taking notes. She stated that the public comments received are only one factor to be considered when making the decision. Other factors such as the number of relocations, the number of wetland impacts, stream channel impacts, and the cost for the public to mitigate are all considered.

Unidentified Male: Just how much weight does the committees' recommendation make with DOT?

Answer: Various members of the staff meet and go over the comments and make a recommendation. This recommendation is carried to a committee made up of representatives from DOT, FHWA and various environmental regulatory agencies, who will select the least environmental damaging and practical alternative. Unless some peculiar circumstance develops, this decision stands.

Same Unidentified Male as above: He wanted to know more about how your property would be purchased. If your property has a house on it, will the state buy the entire property?

Answer: The moderator tried to explain to the gentleman that it was dependent on how much of your property was needed for the road. If you have a claim, you will be paid for damages. If the house is within the right of way, the house would be purchased. If the house is outside the right of way, it would not be bought as long as access can be maintained.

Unidentified Male: He wanted to know if it is correct to assume that up until this point, Alternate A is more favorable. He wanted to know the process for the project after the corridor is selected.

Answer: The moderator explained the process and the fact that the 300' right of way width would not be official until the environmental process is complete, the preliminary design is complete and another hearing is held.

Tony Pental: (Cameron Park) Mr. Pental made a statement, by the time the 146 property owners got through with the court cost, etc., the cost for Alternate C would be a lot more than originally planned.

Alan Mannis: Mr. Mannis signed a contract to build a house in Cameron Park two weeks ago. He was asking if the state had spent \$60 million on other projects to avoid 10 acres of wetlands. He doesn't think the \$60 million that you're going to spend would make that much difference to the water quality of Jordan Lake.

Bethany Rasick: (Charleston Village) Ms. Rasick wanted to know if the land was sound enough to support a road in the location of Alternate A. She wanted to know how much land was required to sit between her home and the road.

Answer: Yes, the road can be built on Alternate A. The moderator explained that as long as access could be provided and water and sewer could be provided, the minimum setback would probably be grandfathered.

Jim Martin: (Cameron Glen) Mr. Martin is opposed to Alternate C. Mr. Martin asked the moderator to once again explain how the Department of Transportation communicated to property owners about this proposal.

Answer: The moderator went through the process from the study area that was identified in 1996 until the present time. He also explained how this meeting was advertised.

Unidentified Male: He wanted the study area identified. Asked if realtors were required to disclose the location of the corridors.

Answer: A realtor in the audience stated that if he knew about a proposed road, he would have to disclose it. In this case, he did not know of Alternate C prior to coming to this meeting.

Questions from the audience that were not recorded.

Answer: Moderator explained that it would be approximately 2 to 3 years before we actually have the foot print for the project.

Post Hearing Meeting Attendees

August 21, 2000

Page 7

Moderator explained that a news release and probably a news letter will be coming out when a decision is made in regards to the selected alternative (about 3 to 6 months).

Moderator explained that an appraisal is done at the highest and best use at the current market value at the time of the appraisal. He also explained that it may be several years before we are to the point of purchasing property.

PEOPLE THAT HAVE SENT IN WRITTEN COMMENTS

Opposed Alternate C

J. M. LaRosa	Montclair Subdivision
Brad and Laura Trubey	Charleston Village
Anthony Kellon	?
William Hotle	?
Lisa Bohlen-Admire	?
Walter Barge	Haddon Hall
John Garrise	Haddon Hall
Claude Burkhead	?
Steve and Faye Jenkins	?
Gary Fulkerson	Cameron Park
Jennifer Harrison	?
Amanda McKee	?
Rajeev Marayan	Cameron Park
Steve and Joyce Grout	Cameron Park
Cathy Jenkins	Cameron Park
Brian White	?
D. D. Vaidya	?
Alan and April Maness	Cameron Park
Steven G. Skaggs	Haddon Park
Steve and Robin Brock	Cameron Park
Joel F. Schnoor	Castlewood Subdivision
Shan Hardin	Haddon Park
David W. Sheehan	?
Karen and Michael Bingham	?
Martha N. Fonville	Zeno Road
Elliott & Rhonda Blades	?
Campbell Lowman	Charleston Village
*** A petition (39 names)	Montclair Subdivision
Karen Randle	Charleston Village
Ted Karl	Charleston Village
Jennifer and Andy Willis	Cameron Park
Douglas Den Dulk	?
Joe & Liz DiBari	Charleston Village
Barbara Stevens	?

Post Hearing Meeting Attendees

August 21, 2000

Page 8

Linda S. Stender	Charleston Village
John Hanwood	?
Joe Ma & Hong Yang	?
Daniel & Laura Linton	Charleston Village
Joe & Katy Lazzari	?
Jason Hayes	Charleston Village
Charles R. Smith	?
Tim & Becky Stiles	Charleston Village
Christopher R. Self	Charleston Village
Suzanne Dixon	Charleston Village
Robert H. Johnson Jr.	Charleston Village
Mike & Cindy Walker	Charleston Village
Julia A. Vaughan	?
Bill Sulzen	?
Thomas Miller & Linda Harrington	Cameron Park
Elliott & Rhonda Blades	?
Michael P. Calarco	Montclair Subdivision
Pam & Steve Cromer	?
Donald Frantz	?
David S & Carol A. Detchemendy	Haddon Hall
William H. Kirk	Charleston Village
Elizabeth Schmedding	Charleston Village
Regina & Joseph Stephens	?
Connie Varner	Castlewood
Mike & Debbie Calzone	Charleston Village
Larry Armstrong	Cameron Park
Mr. & Mrs. Jin Zhong	Charleston Village
Steven & Rebecca Risner	close to Alt B
Angela Brown	Cameron Park
Daniel Bond Martin	?
Karen L. Young	Haddon Hall
Herman Jaffe	?
David Rowland	Apex Planning Director
Keith A. Lankford	Apex Planner
Elizabeth Bass	?
Andrea Stamper	Charleston Village
Charles E. Jenkins	Castlewoods
Michelle Barry	Castlewoods
Tom & Dee Conners	?
Jeffrey and Julie Pederson	Charleston Village
Kyle, Elena, Katlyn & Alexandra Skrinak	?
Melinda Shahrokh	Cameron Park
Phil Fonville	Zeno Road
Donna & George Pilkington	?
Doug Cantwell	?

Post Hearing Meeting Attendees

August 21, 2000

Page 9

Carolyn & Gordon Cuany	?
Carlyle & Maureen Johnson	?
Timothy & Michele Medlin	Charleston Village
Doug Cantwell	Haddon Hall
Chinh Nguyen	Montclair Community
Chuck Jenkins	Castlewood
Martha Laque	?
J. M. Laque	?
Cheryl Horner	Tatton Place
David & SharrLee Jonas	Castlewood Subdivision
Jim Mead	Castlewood Subdivision
Ian Storrs	Tatton Place Subdivision
Gregory Link	Haddon Hall
Page Link	Haddon Hall
Gary Jaluvka	Charleston Village
Patrick Marchand	Charleston Village
David Randle	Charleston Village
David & Cheryl Reeves	Charleston Village
Herbert G. Frazier	?
Corbi Bulluck	?
Deb Quidort	Montclair Subdivision
Christopher D. & Debra E. Weston	Montclair Subdivision
Richard Root	Hollands Crossing
Jeff & Kathi Peterson	?
Tom & Diane Butler	Montclair Subdivision
Norma Wheeler	Charleston Village
Pat Harris	Castlewood Subdivision
Joe & Liz DiBari	Charleston Village
Mike Orth	Charleston Village
Elliott & Rhonda Blades	?
G.Kenneth Sharpe, Jr.	Montclair Subdivision
Michael P Calarco	?
John K. & Rose M. Joseph	Montclair Subdivision
W. C. Comiskey	Charleston Village
Jim & Judy Smith	?
Doug Den Dulk	?
Benjamin G. Shabo	?
Don Cart	?
Kyle D. Skrinak	?
Richard A. Robins	Tatton Place
Lijoy & Jemi Samuel	Montclair Subdivision
Connie, Tommy & Justin Freeman	Tatton Place
Chris, Jennie, Drew & Harry Longstaff	Tatton Place
Dori R. Greene	?
Steve Czupryna	Castlewood Subdivision
David M. Key, PE	Charleston Village
Robert Schmedding	Charleston Village

Post Hearing Meeting Attendees

August 21, 2000

Page 10

David S. Detchemendy	?
Phil Fonville	?
Jim Galkowski	Chesney Glen
Jim Skopek	Castlewood
Charlene Schwindt	Charleston Village
April Gibson	Haddon Hall
Greg Church	Haddon Hall
David Messer	Charleston Village
Mary E. Hall	Castlewood
John Baba	Castlewood
David & SharrLee Jonas	Castlewood
Ruth & Jim Mead	Castlewood
Ian Storrs & Teresa Kessler	Tatton Place
Keith Weatherly	Mayor of Apex

Opposed to Alternate A

Sarah Tayloe Bulla	Kelly Glen
Anne Young	Hollands Crossing

Requesting Information or General Comments

Stephanie L. Sudano	Holly Springs
Toni Carpenter	Pearson Farms
Richard P. & Emmeline J. Fahey	Kelly Road
Tony Edwards	Pleasant Plains Road

Concerned because the 300' reserved corridor is now 1200'

Amy Rahn	Zeno Road
Patricia Stewart	Twyla Road
Ronald L. Stringari	Chapel Ridge Road
John L. & Jola G. Hubisz	South Salem Street
Lloyd & Nancy McClung	Roberts Road
Craig S. Thompson	Kelly Glen
Anthony J. Miuccio	Kelly Glen
Joseph V. Boley	Kelly Glen
Chris Meekins	Kelly Glen
Charles Wilkins	Kelly Glen

SUMMARY OF COMMENTS RECEIVED SINCE THE HEARING

Against Alternate C:

We received most of our comments from residents of Cameron Park, Haddon Hall, Castlewood and Charleston Village. Their concerns are:

Their homes are relatively new and they were not aware of Alternate C prior to the purchase of their homes. The residents feel that Alternate C was not properly publicized.

Post Hearing Meeting Attendees

August 21, 2000

Page 11

They are concerned because the data that will be used to make the decision between Alternate A & Alternate C was gathered prior to 1998. Since a large number of the homes involved are less than one year old, it is felt that there would be a lot more than 146 relocatees if Alternate C is selected.

They are concerned because of the emotional stress they will be going through while a decision is being made.

They feel that Alternate C would be a problem because it is too close to Apex and would disrupt the traffic pattern for downtown Apex.

City planners for Holly Springs, Apex, and Morrisville have based their planning for business and residential development on Alternate A being the selected route.

The people feel that they will not be able to sell their homes until the plan is complete.

There is a private airport across Highway 64. The low flying planes will distract motorists using the Outer Loop.

The builder who is developing Charleston Village says Alternate C will put him out of business. He now has homes that are complete that he can no longer sell because of the possibility of the highway.

More noise walls will be required for Alternate C.

There will be more utilities, more cemeteries and more streams involved with Alternate C.

There will be negative impacts to the historic district of Apex.

The people are concerned because of the noise, air pollution and the destruction of their community. The people that are not going to be relocated do not want to live next to the new freeway.

Alternate A is more cost effective.

Against Alternate A

The people within the 1200' corridor for Alternate A are concerned because they had not been aware of anything but the 300' width under corridor protection. They feel they can no longer sell their homes, if necessary. They also think the value of their homes is less because of the corridor.

Post Hearing Meeting Attendees

August 21, 2000

Page 12

Alternate A will have negative impact to Olive Chapel Elementary School.

They feel that it will impact Apex Park, Kidstowne.

They think that if Alternate C is selected, more people will frequent downtown Apex.

General Comments

People are concerned because Cary built a park for the purpose of blocking Alternate D.

A noise wall should be built along the entire stretch of Kelly Glen.

The people wanted to know why an interchange is planned for South Salem Street instead of a simple overpass. South Salem Street is less than 0.9 mile from the US 1 interchange.

A suggestion was made that neither alternative be used. The person suggested that the Outer Loop be moved farther west where there are less neighborhoods.

There was not enough notification relative to the public hearing. People complained that they had no prior warning that they were even close to an alternative being considered for the Outer Loop.

The town of Holly Springs is concerned about the entrance to the landfill. They also requested that the right of way width be wide enough to accommodate a parallel future transit corridor.

One person requested that DOT build a lake and recreational area for Apex on the portion of his track of land that will not be needed for the highway.

One person suggested that DOT should publish the price paid for each piece of property in the local papers.

RESPONSE

The environmental agencies have voiced their concerns that Alternate A has 9 acres more wetlands than Alternate C. Bridges have been discussed for the high quality wetlands on either alternative and the agencies have agreed to sign off on concurrence point #3 (Selected Alternative).

The private engineering firm who is preparing the preliminary plans is aware of the landfill. Since it does not front on this project, access should not be a problem.

Post Hearing Attendees
August 21, 2000
Page 13

A High Occupancy Vehicle (HOV) study is currently in progress. It should be complete in approximately two years. Any recommendations pertinent to the typical section for this project should be included in the preliminary design, if available. By the time the Final Environmental Impact Statement (FEIS) is complete, a preferred typical section will be required by the environmental agencies.

Due to the public support for Alternate A, higher estimated cost of Alternate C, and the additional relocatees for Alternate C, the Post Hearing Meeting Attendees recommended Alternate A as the preferred alternative. This will be the recommendation presented to the selection committee. The selection committee will make the official recommendation for selection of the corridor.

The property owners affected by Alternate A and Alternate C will receive a newsletter in the mail as soon as an official selection is complete.

If anyone has any questions or comments regarding this information, please contact me or Kathy Lassiter, PE, Project Engineer. We may be reached at (919) 250-4016.

JA:kl

cc: Jon Nance, PE

Post Hearing Meeting Attendees

August 21, 2000

Page 14

Attendees

Bruce Payne	Roadway Design	250-4016
John Alford	Roadway Design	250-4016
Kathy Lassiter	Roadway Design	250-4016
John Frye	Structure Design	250-4049
Gary Lovering	Roadway Design	250-4016
Art McMillan	Roadway Design	250-4016
Brenda Moore	Roadway Design	250-4016
David Rowland	Town of Apex	362-4191
Jay Bennett	Roadway Design	250-4016
Dan Hinton	FHWA	856-4350 (107)
Eric Alsmeyer	USACE	876-8441 (23)
Brian Yamamoto	Project Development	733-7844 (268)
Ray McIntyre	Program Development	733-2039
Joe Moore	Town of Cary	469-4035
Dewayne Sykes	Roadway Design	250-4016
Rekha Patel	Roadway Design	250-4016
Tim Clark	Wake Co. Planning	856-6320
Scott Lane	CAMPO	831-6790
Carl Goode	PD & EA	250-4092
Leza Mundt	Arcadis	782-5511
Gail Grimes	PD & EA	733-7844 (265)
Debbie Barbour	Highway Design	250-4001

AGENDA

POST HEARING MEETING FOR R-2635

- I. Introductions**
- II. Description of project**
- III. General Comments Received**
- IV. Issues to discuss**
 - 1. Concerns of Environmental Agencies**
 - 2. Entrance to Landfill**
 - 3. HOV Study**
 - 4. Alternate A versus Alternate C**
 - 5. Notification to public regarding a decision**
 - 6. Next step in process and time frame**
- V. Conclusions**

CORRIDOR PUBLIC HEARING

Description: (R-2635) Western Wake Freeway From NC 55 at Old Smithfield Road to NC 55 near Alston Avenue

Length: 12.5 Miles

Typical Section: Basic six lane divided facility with a 46' median

Corridor Width: 1200'

Right of way width: 350' with more at interchanges

Schedule: R/W 2006 Let Post Year

Estimated Cost: \$ 144,500,000

Public Involvement:

Public Meeting on Alternate Corridor Locations - March 26, 1991

Pre-hearing Open House - April 29, 1993

Roadway Corridor Official Map Act Public Hearing - May 13, 1993

Citizens Informational Workshop No. 1 - August 6, 1996

Citizens Informational Workshop No. 2 - March 19, 1997

What is now known as Alternate A was placed under Corridor Protection: August 6, 1993

The corridor public hearing was held June 27, 2000, at the Jones Community Center in Apex. Approximately 300 people were in attendance. Forty-three people spoke at the hearing and we have received one hundred fifty-six pieces of correspondence since the hearing. Of the 199 people who have voiced their concerns, 166 were opposed to Alternate C, 2 were opposed to Alternate A and the others had various comments or questions. Summarized below are the comments made by the public.

SUMMARY OF COMMENTS

Against Alternate C:

We received most of our comments from residents of Cameron Park, Haddon Hall, Castlewood and Charleston Village. Their concerns are:

Their homes are relatively new and they were not aware of Alternate C prior to the purchase of their homes. The residents feel that Alternate C was not properly publicized.

They are concerned because the data that will be used to make the decision between Alternate A & Alternate C was gathered prior to 1998. Since a large number of the homes involved are less than one year old, it is felt that there would be a lot more than 146 relocatees if Alternate C is selected.

They are concerned because of the emotional stress they will be going through while a decision is being made.

They feel that Alternate C would be a problem because it is too close to Apex and would disrupt the traffic pattern for downtown Apex.

City planners for Holy Springs, Apex, and Morrisville have based their planning for business and residential development on Alternate A being the selected route.

The people feel that they will not be able to sell their homes until the plan is complete.

There is a private airport across Highway 64. The low flying planes will distract motorists using the Outer Loop.

The builder who is developing Charleston Village says Alternate C will put him out of business. He now has homes that are complete that he can no longer sell because of the possibility of the highway.

More noise walls will be required for Alternate C.

There will be more utilities, more cemeteries and more streams involved with Alternate C.

There will be negative impacts to the historic district of Apex.

The people are concerned because of the noise and air pollution and the destruction of their community for the people who are not bought out by the state but are left next to the freeway.

Alternate A is more cost effective.

Against Alternate A

The people within the 1200' corridor for Alternate A are concerned because they had not been aware of anything but the 300' width under corridor protection. They feel they can no longer sell their homes if necessary. They also think the value of their homes is less because of the corridor.

Alternate A will have negative impact to Olive Chapel Elementary School.

They feel that it will impact Apex Park, Kidstowne.

They think that if Alternate C is selected, more people will frequent downtown Apex.

General Comments

Concerned because Cary built a park for the purpose of blocking Alternate A.

A noise wall should be built along the entire stretch of Kelly Glen.

Wanted to know why an interchange is planned for South Salem Street instead of a simple overpass when it is less than 0.9 mile from the US 1 interchange.

A suggestion was made that neither alternative be used. The person suggested that the Outer Loop be moved farther west where there are less neighborhoods.

There was not enough notification relative to the public hearing. People complained that they had no prior warning that they were even close to an alternative being considered for the Outer Loop.

The town of Holly Springs is concerned about the entrance to the landfill. They also requested that the right of way width be wide enough to accommodate a parallel future transit corridor.

One person requested that DOT build a lake and recreational area for Apex on the portion of his track of land that will not be needed for the highway.

One person suggested that DOT should publish the price paid for each piece of property in the local papers.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JAMES B. HUNT JR.
GOVERNOR

P.O. BOX 25201, RALEIGH, N.C. 27611-5201

DAVID MCCOY
SECRETARY

August 31, 2000

MEMORANDUM TO: Mr. Len A. Sanderson, P.E.
State Highway Administrator

FROM: Corridor Selection Committee

SUBJECT: Western Wake Freeway, from NC 55 at SR 1172 (Old Smithfield Road) to NC 55 near SR 1630 (Alston Avenue), Wake County, State Project Number 6.408006T, TIP Project Number R-2635

The Federal Highway Administration (FHWA) approved the Draft Environmental Impact Statement (DEIS) for the subject project on October 15, 1999. The approved DEIS evaluated five basic alternatives: the No-Build alternative, the Transportation System Management (TSM) alternative, the Widen Existing NC 55 alternative, the Mass Transit alternative, and Build alternative. The Build alternative consisted of five corridors west of the Towns of Apex and Cary.

Following preliminary evaluations, the No-Build, the Transportation System Management, the Widen Existing NC 55, and the Mass Transit alternatives were eliminated from further consideration. Two of the build alternatives were determined to have unacceptable environmental consequences and were also eliminated from further consideration. The remaining build alternatives (Alternatives A, C, and D) are evaluated in detail in the DEIS. Subsequent to its selection as a detailed study alternative, the Town of Cary purchased land within the Alternative D corridor for a future park. Under Section 4(f) of the Department of Transportation Act, publicly owned parkland cannot be used for highway purposes unless no feasible and prudent alternative to impacting the parkland exists. In addition, Alternative D would impact an equal or greater amount of wetlands and residences than either Alternative A or C. Based on these considerations, the FHWA and NCDOT eliminated Alternative D from further consideration. The approved DEIS was distributed to Federal and state environmental resource and regulatory agencies and to the general public on December 2, 1999.

A pre-hearing citizens informational workshop was held on June 27, 2000 and a formal corridor public hearing was held later that same day. At the hearing, the Mayor of Apex issued a statement opposing Alternative C. Representatives from several neighborhoods including Kelly Glen, Cameron Park, and Haddon Hall opposed Alternative C as well.

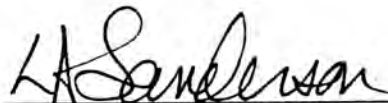
The post corridor hearing meeting was held on August 18, 2000 and included representatives from the Towns of Apex and Cary as well as Wake County, the U. S. Army Corps of Engineers, Federal Highway Administration, and the North Carolina Department of Transportation. Alternative A was recommended as the preferred corridor at this meeting.

The NCDOT submitted a Section 404-NEPA Merger process application for a Department of the Army Permit for the discharge of dredge or fill material into area waters and adjacent wetlands on May 12, 2000. The U. S. Army Corps of Engineers issued a public notice soliciting public comment on the detailed study alternatives presented in the DEIS and at the Corridor Public Hearing.

An "Environmental Project Team" meeting was held on August 10, 2000 at the NCDOT Century Center complex in Raleigh. Attending were representatives from the Corps of Engineers, Federal Highway Administration, N. C. Department of Transportation, U. S. Fish and Wildlife Service, N. C. Department of Environment and Natural Resources Division of Water Quality, Wildlife Resources Commission, State Historic Preservation Office, and Capital Area Metropolitan Planning Organization. The "Environmental Project Team" selected Alternative A as the least environmentally damaging practicable alternative (LEDPA) on August 23, 2000.

Based on the recommendation at the post hearing meeting and the selection of Alternative A as the LEDPA by the Environmental Project Team; the Corridor Selection Committee endorses Alternative A as the Preferred Alternative. Attached is a figure showing the reasonable and feasible alternatives and a summary of impacts for each alternative. The concurrence of Secretary McCoy, Deputy Secretary King, and you with the selection of Alternative A as the Preferred Alternative is requested. If you have questions or need additional information, please let me know.

Approved:



Len A. Sanderson, P.E.
State Highway Administrator

9-5-00

Date



David King
Deputy Secretary of Transportation

9-7-00

Date



David McCoy
Secretary of Transportation

9-7-00

Date

Summary of Impacts

Factors	Alternative A	Alternative C
Length in kilometers (miles)	20.0 (12.4)	19.8 (12.3)
Number of Interchanges	5	5
Number of railroad crossings	1	1
Construction costs	\$100,800,000	\$105,800,000
Right-of-Way costs	\$24,415,000	\$57,562,025
Total Costs	\$125,215,000	\$163,362,025
Residential relocations	22	146
Business relocations	0	4
Schools impacted	1	0
Parks impacted	1	1
Churches impacted	0	0
Cemeteries impacted	2	3
Electric transmission lines crossed	1	1
Gas lines crossed	3	4
Water lines crossed	6	8
Sewer lines crossed	9	8
National Register districts adversely affected	1	1
Stream crossings	28	24
Stream Relocations* (linear meters/feet)	1,090 (3,576)	1,160 (3,806)
Man-dominated systems in hectares (acres)	116.2 (286.8)	108.3 (267.5)
Prime and unique farmland in hectares (acres)	0	0
Hazardous materials sites in or near corridors	0	0
Number of receivers (residential and commercial) negatively impacted by noise	291	288
Impacts with installation of noise barriers	209	288
Upland natural systems in hectares (acres)	132.7 (327.7)	139.1 (343.4)
Wetland natural systems in hectares (acres)	10.47 (25.84)	7.13 (16.21)
Surface Water Impacts		
Ponds in hectares (acres)	5.73 (14.16)	4.77 (11.79)
Channel modifications* in meters (feet)	3,700 (12,138)	3,935 (12,910)

* Stream relocations involve physically moving the existing stream channel to another location, while channel modifications involve installation of structures or bank stabilization within the existing channel location.



WESTERN WAKE FREEWAY Newsletter

Issue No. 2

Wake County, North Carolina

March 3, 1997

NCDOT Completes Preliminary Alternatives Study

The North Carolina Department of Transportation (NCDOT) has completed the preliminary alternatives study for the Western Wake Freeway Environmental Impact Statement (EIS). Data on current and future land use, cultural resources, parks, schools, wetlands, natural areas, and churches, were collected and mapped. Using this mapping, preliminary corridors were developed in areas with the fewest sensitive features.

A comparison of the potential impacts within each preliminary corridor has been made. Corridors with major environmental or social impacts have been eliminated from consideration. Three corridors that are likely to have minimum environmental impacts have been selected as the reasonable and feasible study alternatives. These alternatives are illustrated on the map inside this newsletter.

The first newsletter contained a map identifying the project study area and the preserved corridor. The preserved corridor is located within Alternative A. Each alternative is 1,200 feet wide, although the required right-of-way for the freeway is approximately 300 feet. This allows additional flexibility in locating the freeway away from homes, businesses, and environmental resources.

Project Hotline (919) 782-5511



A telephone hotline is available for those who have questions concerning the Western Wake Freeway project. The hotline is open from 8:00 a.m. to 5:00 p.m. Monday through Friday.

Citizens Informational Workshop

The second citizens informational workshop will be held Wednesday, March 19, 1997 at the C.C. Jones Center in downtown Apex at the corner of Upchurch and Holleman Streets. Citizens are welcome to attend between 5:00 pm and 8:00 pm to view the maps on display of the three study alternatives and offer comments, information, or suggestions.

Environmental Impact Statement is Underway

The engineering and environmental studies for the Draft Environmental Impact Statement are underway. We encourage you to share any information you may have about the resources in the area by calling the hotline. After these studies are completed, the impacts of each corridor will be evaluated in the Draft EIS. The Draft EIS is scheduled for completion in September 1997.

Citizens Informational Workshop

Date: March 19, 1997
Time: 5:00 to 8:00 p.m.
Location: C.C. Jones Center

Downtown Apex at the corner of
Upchurch and Holleman Streets

Written inquiries, comments, or suggestions may be addressed to:

Ms. Leza Mundt, AICP
Piedmont Olsen Hensley, Inc.
Post Office Box 31388
Raleigh, NC 27622-1388



Mr. H. Franklin Vick, P.E.
NCDOT
P.O. Box 25201
Raleigh, NC 27611

STORIES

The Creators: Milton Purnell, airbrush artist

Church serves healing touch

Editorial: Good morning

Family's fortunes descend amid squabble over the handling of trusts

Legislative Tally

Trevino a winner at 60

Canes bulk up their defense

Mudcats capture second straight win

Fellows dashes to win Lysol 200

Region 5 wins gold at Games

Stage & Screen: Evenings at the state museum of art

Lawyers' missteps may hit bank hard

Sure of their skill, ham operators are less confident of their future

State must study unlikely Loop option

CAT team prowls to keep crime stats down

Facts about crime

Crime-fighting resources

Identity-fraud investigation widens

What'S Happening...

Wake schools

Wake school lunch menus

Canes obtain Ozolinsh from Avs

May one up on Pate, Begay

Officers kill armed man

Stolen ID suspect wanted in 2 states

Warehouse clubs bulk up their Triangle presence

Samantha Thompson Smith: The road planner's nightmare

Business Briefs

Early education

ACC chooses

COLLECTIONS : wake :

Published: Monday, June 26, 2000

State must study unlikely Loop option

The law calls for options in road layout, but developers have already based their plans on Alignment A.

By VICKI HYMAN, Staff Writer

printer friendly
version
e-mail a friend

For seven years, the state has been protecting a 300-foot wide swath of forested land, stretching from N.C. 55 near Research Triangle Park to Old Smithfield Road just north of Holly Springs, for the western section of Wake County's Outer Loop.

Most maps show the road as a dotted line west of N.C. 55, two miles from downtown Apex and about half a mile from Cary's cul-de-sacs. But the state is also considering another alignment for the 12-mile roadway, one that crosses N.C. 55 north of Apex, skirts several neighborhoods and drives right through Apex's Cameron Park subdivision before turning west and joining the original corridor at U.S. 1.

The state Department of Transportation tentatively selected the original corridor, called Alignment A, in 1993 to protect a north-south path through rapidly developing western Wake County. Apex officials have been planning with that alignment in mind ever since, Mayor Keith Weatherly said.

But federal law requires the state to study other routes before approving the project, which won't be built for at least six years, probably more. The DOT will hold a public hearing Tuesday in Apex and will factor in public opinion when it picks the corridor sometime within the next year.

Although DOT officials say both alignments are being considered seriously, Alignment A appears to have the edge because development has been restricted there.

Twenty-two homes are in the path of Alignment A, while 146 homes and four businesses would have to be relocated for Alignment C, resulting in \$33.1 million more in right-of-way costs, according to an environmental study.

But DOT engineer Brian Yamamoto said, "No matter how good it may look, there's always surprises in the hearings."

Some homeowners around Alignment C weren't even aware that they could be in the path of the highway until the DOT sent notices of the meeting. Laurie Kraft, who just moved to Cameron Park from South Carolina in December, found out from neighbors while walking her dog.

"Did you know that in 10 years this all might be part of a highway?" her neighbors told her.

"What's scary about this is that it's so unfeasible, it just might happen," Kraft said.

- Full Text Ar
- Letters to t
- Subscribe
- Place a Dis
- Place a Cla
- Contact Th
- About The



A better



- ▶ Triangl
- ▶ Real E
- ▶ New H
- ▶ Apartm
- ▶ Cars.c
- ▶ Person

ACC chooses
out-of-state sites

The six-lane highway is intended to ease congestion on the Raleigh Beltline, N.C. 54 and N.C. 55. Five interchanges are planned: the planned Holly Springs Bypass, U.S. 1, Old U.S. 1, U.S. 64 and Green Level Road.

No money has been set aside for right-of-way acquisition or construction. Construction is not expected to begin until after 2006, when the current funding cycle ends. By the time this section is complete, the Outer Loop will extend about 41 miles from Apex to U.S. 64 in Knightdale.

"We'll outgrow this house by then," said Mandy Wilkins, who lives in Kelly Glen subdivision, perhaps 500 feet west of Alignment A. She said she knew about the highway when she moved in, but she also knew construction would be years away.

Mary Kane, a Westminster Homes sales assistant at Ashley Downs subdivision, just east of Alignment A, hands out fact sheets about the western Loop along with home information. "No one's been scandalized by it," she said.

She said a few people are turned off by proximity, but most prospective buyers like the idea of fast access to RTP.

Both alignments also raised concerns about the future of the historic Green Level area, west of Cary. The community was built around an early-19th century stagecoach road between Raleigh and Pittsboro and includes Green Level Baptist Church, built in 1904 and considered one of the country's best preserved examples of rural church architecture.

The roadway itself wouldn't infringe on the area, but development pressures and increased traffic brought on by the road could affect the character of the community, the study says.

"I'm worried that housing developments are going to be built there or strip malls that maybe one day will stand empty as ghost towns," said Danni Fox, a secretary at the church who also lives nearby.

Federal and state officials will be working on a plan to mitigate the bad effects of the highway on the historic district.

The state also plans to look at the feasibility of high-occupancy vehicle lanes on the western stretch of the Outer Loop and to work with Cary and Apex on special highway crossings for town greenways.

IF YOU GO

What: Open house and public hearing on proposed alignments for the western section of the Outer Loop.

When: Open house starts at 3 p.m., and public hearing follows at 7 p.m. Tuesday.

Where: C.C. Jones Center, 309 Holleman St., Apex.

Staff writer Vicki Hyman can be reached at 829-4728 or vhyman@nando.com

[Feedback](#) || [Parental Consent](#) || [Privacy Policy](#) || [User Agreement](#)

Go To Section



© Copyright 2000, The News & Observer. All material found on newsobserver.com is copyrighted The News & Observer and associated news services. No material may be reproduced or reused without explicit permission from The News & Observer.

Loop bypasses neighborhood

The state DOT chooses a route in western Wake that had been protected from development.

By VICKI HYMAN, Staff Writer

The state Department of Transportation will not build a six-lane highway through Apex's Cameron Park subdivision, one of two possible alignments considered for the 12-mile western stretch of the Outer Loop.

The state announced Thursday that it would build the road in a corridor, called Alignment A, that it had been protecting from development since 1993.

The decision comes two months after a rancorous public hearing at which dozens of Apex residents spoke against the alternative alignment, Alignment C, which would have required the state to buy out the Cameron Park subdivision.

"I'm ecstatic," said Helen Robertson, who moved into one of the first homes in Cameron Park in 1998. "I kept saying, if they did the other, let it go through my living room because I sure didn't want a barrier in my back yard."

Alignment A had always been the leading contender for the Outer Loop because of the lesser right of way burden. But many residents along Alignment C didn't even know the route was under consideration until just before the June public hearing.

"I'm very relieved and thrilled with the DOT," said Cameron Park resident Laurie Kraft. "They just must have worked so diligently to get this resolved in a timely fashion."

Right of way acquisition will begin in 2006, and construction will start in 2008. DOT engineer Brian Yamamoto said the state would hold more public hearings with residents along Alignment A as highway design continues.

The chosen corridor is 1,200 feet wide, but the state will only build on a 350-foot-wide section.

Residents along Alignment A, particularly those in the adjacent Kelly Glen subdivision, knew about the highway but still petitioned the DOT to keep the road as far away from them as possible.

"At least according to the assessment we've done now," Yamamoto said, "I don't see any reason why we can't be away from them."

Alignment A stretches from N.C. 55 near Research Triangle Park to Old Smithfield Road just north of Holly Springs. Alignment C shared some of the same route but crossed N.C. 55 north of Apex, skirted several neighborhoods and drove through Cameron Park before turning west and joining Alignment A at U.S. 1.

Twenty-two homes are in the path of Alignment A, while 146 homes and four businesses would have been displaced for Alignment C, resulting in \$33.1 million more in right of way costs, according to an environmental study. The total cost the highway in Alignment A is \$125 million.

Staff writer Vicki Hyman can be reached at 829-4728 or vhyman@nando.com

[\[BACK\]](#)

© Copyright 2000, The News & Observer. All material found on newsobserver.com is copyrighted The News & Observer and associated news services. No material may be reproduced or reused without explicit permission from The News & Observer.