COMPLETE 540
Triangle Expressway Southeast Extension

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NORTH CAROLINA Turnpike Authority

PUBLIC INFORMATION MEETING BROCHURE DECEMBER 2015

Welcome!

Public Meetings and Public Hearing

This week, the North Carolina Department of Transportation is holding three informal public meetings and one formal public hearing for the proposed Complete 540 project. Today's meeting is one of those events.

These public meetings are important because:

- they are a way to learn about the information contained in the project's Draft Environmental Impact Statement (DEIS)
- they provide individuals the opportunity to discuss the project and its DEIS with the NCDOT Project Team
- they provide a way for the NCDOT Project Team to receive your comments about the findings of the DEIS and the project in general

The formal public hearing is important because it is the time when all who wish to make formal public statements about the project may do so in a group setting. It will be held at Wake Technical Community College, at 7 pm on Wednesday, December 9.

We need your comments on the proposed project and the findings contained in the DEIS because they will help in making the decision about which alternative is chosen as the preferred route.

This document explains how you can provide your comments, and provides a summary of the key material contained in the DEIS.

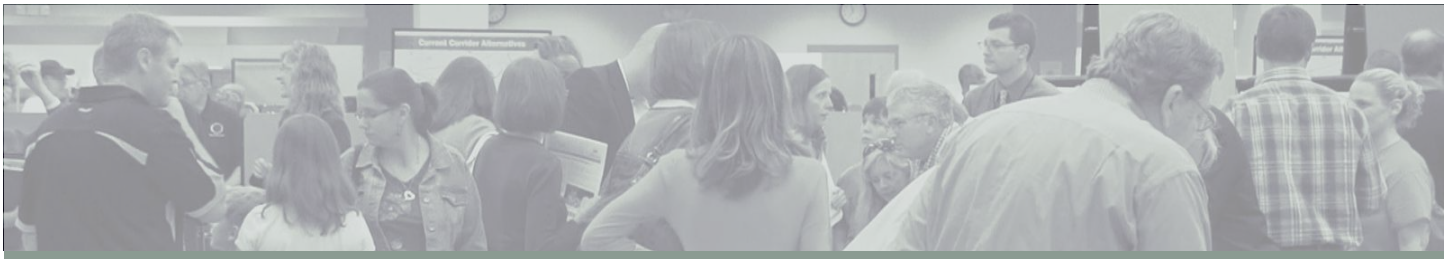
At today's meeting we encourage you to:

1. **View the video presentation.**
This presentation is about 10 minutes long and will be repeated continuously throughout today's meeting.

2. **Review the maps and graphics.**
These exhibits are on display in the meeting space. Maps of all the routes that have been studied in detail are featured in the center of the room.

3. **Talk with NCDOT Project Team representatives.**
Ask any questions you may have about the proposed project. Project representatives are wearing green shirts and name tags so you can easily identify them.

4. **Share your comments with us.**
You can do this in several different ways including submitting a written comment form or making an oral statement. Detailed information in included on page 6 of this brochure.



What is this project intended to accomplish?

Two primary purposes have been established for the Complete 540 project based on general transportation problems in the Raleigh area more specific needs in the study area. The first is to improve mobility within or through the study area during peak travel periods. The second is to reduce forecast congestion on the existing roadway network within the project study area.

In addition to these primary purposes, another desired outcome of the project is to improve system linkage in the regional roadway network by completing the 540 outer loop around the greater Raleigh area—a goal that has been sought by area planners for more than 40 years. ---It is expected that construction of this remaining 540 link would benefit local commuters living south and east of Raleigh as well as motorists making longer trips through the Triangle Region to and from points south and east.

The proposed improvements are consistent with the long range transportation plans for the local municipalities within the study area. Local governments within the Capital Area Metropolitan Planning Organization (CAMPO), as well as NCDOT, have included this project in their adopted plans.

What solutions are being considered?

The proposed Complete 540 project would complete the 540 outer loop that today partially encircles greater Raleigh. As it currently exists, the 540 outer loop extends around the north and west sides of Raleigh. From its eastern ending point, at U.S. 64/U.S. 264 Bypass (I-495) in Knightdale, to I-40 in Morrisville, it is called I-540. From I-40 southward to its western ending point, at N.C. 55 Bypass in Apex, it is called N.C. 540. The Complete 540 project would construct the remaining segment of the 540 outer loop, around the south and east sides of the Raleigh area.

As shown on the map below, the alternative routes for completing 540 consist of 10 color-coded corridors that can be combined in various ways to form 17 different project alternatives. NCDOT prepared preliminary functional engineering designs for the Detailed Study Alternatives (DSAs) within 1,000-foot wide study corridors. The study corridors are wider than 1,000 feet in areas where interchanges and/or service roads are proposed. Potential interchange locations include:

- N.C .55 Bypass
- Holly Springs Road
- Bells Lake Road
- U.S. 401
- Old Stage Road
- N.C. 50
- White Oak Road
- I-40
- U.S. 70 Business
- Old Baucom Road
- Auburn Knightdale Road
- Poole Road
- U.S. 64/U.S. 264 Bypass (I-495)

Routes West of I-40 — The alternatives follow one of four general paths west of I-40:

Orange Corridor Segment – This option follows a corridor that was identified and protected by NCDOT for this project in the mid-1990s. As a result, development activity has been limited within the protected corridor for nearly two decades. A disadvantage of this option is that it would cross a portion of Swift Creek that is important for continued survival of the federally protected dwarf wedgemussel in this waterbody.

Red Corridor Segment – This option forms a route that is farthest north of the DSAs. While this option has several constraints due to the widespread development in this area, its main advantage is that it would avoid key habitat for the dwarf wedgemussel and would affect less wetland acreage than the Orange segment

Lilac Corridor Segment – This option diverges from the Orange Corridor Segment near Sauls Road. It was developed in an attempt to reduce direct effects on Swift Creek and the associated wetlands surrounding Swift Creek.

Purple and Blue Corridor Segments – These options function together as one segment and is farther south than the Red and Orange segments. Connecting the Purple/Blue segment to the Lilac segment creates an option that minimizes wetland impacts similar to the Red Corridor.

Routes East of I-40 — The alternatives generally follow one of five different paths east of I-40. The different paths in this area are the Green, Mint, Tan, Brown, and Teal Corridor segments. Each of these different options was developed to avoid some of the key constraints in this part of the study area, including a planned development called Randleigh Farm, communications towers, the Clemmons Educational State Forest, and the Neuse River Wastewater Treatment Plant.

What are some of the other ways these alternatives affect the area?

The chart on the next page compares each of the DSAs against a range of key human, natural, and physical characteristics in the study area, along with estimated costs. In addition to the information contained in the chart, some of the notable findings in comparing the DSAs include the following:

DSAs 1 through 5, which use the full Orange Corridor Segment, would require far fewer relocations than the other options. Other options would average 69 percent to over 100 percent more relocations than those using the full Orange Corridor Segment.

DSAs 1 through 5 (full Orange Corridor Segment) and 13 through 17, which use the Lilac Corridor Segment, would affect a greater amount of wetlands than the other options.

DSAs 8 through 12, which follow the Purple/Blue Corridor Segment, would have the greatest total impacts on streams.

DSAs 6 and 7, which follow the Red Corridor Segment, are the only options that would avoid affecting important dwarf wedgemussel habitat. However, these two options are the only ones that would directly impact the Swift Creek Critical Watershed area, which is an area regulated to protect drinking water.

DSAs 6 and 7 (Red Corridor Segment), would directly affect four sites subject to protection under Section 4(f) of the US Department of Transportation Act of 1966--two planned parks and two sites eligible for the National Register of Historic Places.

DSAs 3, 10, and 15, which use the Tan Corridor Segment, would directly affect one historic site subject to protection under Section 4(f).

DSAs 1, 6, 8, and 13, which follow the Green Corridor Segment, would bisect the planned Randleigh Farm development, resulting in the most substantial effect on this publicly owned site.

DSAs using the Brown Corridor Segment and/or the eastern part of the Lilac Corridor Segment would have the most notable effects on water treatment/wastewater treatment facilities.

DSAs using the Green Corridor Segment (1, 5, 8, and 13) or Teal Corridor Segment (5, 12, and 17) would be very near a group of important communications towers, and there are concerns about the proximity of these options to one of these towers.

DSAs 8-12, which follow the Purple/Blue Corridor Segment on a more southern path than the other options, may increase the potential for the project to induce land development, which could lead to development patterns diverging from those envisioned in local plans.

What will happen after this week's meetings?

In the weeks following this week's meetings and hearing, NCDOT and FHWA will review all of the comments received. The project team will meet to review the study's findings, including public input, in order to select the Preferred Alternative for the Complete 540 project. The project team includes representatives from NCDOT, the Federal Highway Administration, and environmental resource and regulatory agencies such as the US Army Corps of Engineers, the US Fish and Wildlife Service, the US Environmental Protection Agency, the NC Department of Environment and Natural Resources, the NC Wildlife Resource Commission, and the State Historic Preservation Office.

A press release to the local media will be issued as soon as the decision about the Preferred Alternative is made. Additionally, the selection will be announced on the project website and a newsletter will be mailed to all on the project's mailing list.

Preliminary roadway designs may be refined for the Preferred Alternative and will include efforts to further reduce environmental impacts. Further studies and surveys will be conducted on the preliminary findings collected from the initial corridor studies, such as hazardous materials, historic and archaeological sites, and access to residences and businesses. A mitigation plan for impacts to streams and wetlands will also be developed with US Army Corps of Engineers.

The project's Final Environmental Impact Statement (FEIS) will then be prepared, based on the results of the items above. The FEIS will be circulated for public and agency review and is then used to make the decision about whether the project

"Complete 540" Project Schedule*

Draft EIS Approved	**November 2, 2015**
Draft EIS Review and Public Comment Period Begins	**November 2015**
Public Meetings and Public Hearing	**December 7-9, 2015**
Draft EIS Review and Public Comment Period Ends	**January 8, 2016**
Preferred Alternative Selection	**Spring 2016**
Final EIS Approved	**To Be Determined**
Record of Decision Published	**To Be Determined**
Construction Contract Awarded	**2018**

* ***Subject to change***

will be built. Once made, the basis for that decision will be spelled out in a formal Record of Decision document.

When would the project be built?

Since this project would be between 25 to 32 miles long (depending on the alternative selected) and is anticipated to cost more than two billion dollars, the project would likely be built in phases over the next 10 to 12 years. NCDOT designates projects for construction in accordance with the State Transportation Improvement Program (STIP). The current STIP, which covers 2016 through 2025, shows the tentative time period for right-of-way acquisition and construction for this project:

- N.C. 55 to U.S. 401 (R-2721) – Fiscal Years 2018-2020
- U.S. 401 to I-40 (R-2828) – Fiscal Years 2022-2024
- I-40 to U.S. 64/U.S. 264 Bypass (R-2829) – Fiscal Years 2025 and beyond

These are the dates that would be in effect if the "build" option is selected and the project is approved for further development. They are subject to change, based on the availability of funding.

What are the sources of funding for the project?

This project is being proposed as a toll road. If the project is approved for construction, funding would come partially from tolls and partially from state and federal sources.

The Traditional State-Federal Relationship. Traditionally, large highway projects have been constructed under the State-Federal Aid Highway Program, with financing usually consisting of 80 percent federal funds and 20 percent state funds. Under this arrangement, the North Carolina Board of Transportation is responsible for the selection and scheduling of projects on the Federal-Aid System, including their location, design and maintenance cost after construction. The Federal Highway Administration is responsible for the review and approval of the these activities to ensure that each Federal-Aid Project is designed, constructed and maintained to Federal-Aid Standards.

Although the Complete 540 project would likely be built as a toll road, some state and federal funding would be required to fund its construction. As a result, this traditional state-federal relationship remains in effect for this project.

What happens if I need to sell land or relocate?

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy, and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must: (1) treat all owners and tenants equally; (2) fully explain the owner's rights; (3) pay just compensation in exchange for property rights; and, (4) furnish relocation advisory assistance.

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners.

Draft EIS and Route Map Review Locations

NCDOT District Office – Wake County
4009 District Dr., Raleigh
919-733-3213

Capital Area Metropolitan Planning Org.
421 Fayetteville St., Suite 203, Raleigh
919-996-4400

Holly Springs Dept. of Planning & Zoning
128 South Main St., Holly Springs
919-557-3908

Fuquay-Varina Planning Department
401 Old Honeycutt Rd., Fuquay-Varina
919-552-1429

Garner Planning Department
900 Seventh Ave., Garner
919-773-4449

Clayton Planning Department
111 East Second St., Clayton
919-553-5002

NCDOT Highway Division 5 Office
2612 N. Duke Street, Durham
919-220-4799

Knightdale Development Services*
950 Steeple Square Court, Knightdale
919-217-2241

Holly Springs Community Library*
300 W. Ballentine St., Holly Springs
919-577-1660

Fuquay-Varina Community Library*
133 S. Fuquay Ave. Fuquay-Varina
919-557-2788

Hocutt-Ellington Memorial Library*
100 S. Church St., Clayton
919-553-5542

East Regional Library*
946 Steeple Square Ct., Knightdale
919-217-5300

*No route maps at this location; DEIS only. Note: the DEIS is also available online at www.ncdot.gov/projects/complete540

How can I share my comments with the project's decision-makers?

We encourage you to participate in the Complete 540 study by making your comments and questions a part of the public record. There are several ways you can do this, including:

- speaking during the formal public hearing
- recording a spoken comment at the public meetings
- submitting a written comment form
- sending an email to complete540@ncdot.gov
- submitting comments via NCDOT's mySidewalk forum at engageNCDOT.mysidewalk.com

You can submit your completed comment form (or other written comments) with us at today's meeting, or you may mail them or email them to us later. **All comments must be received by January 8, 2016.** Regardless of which method you choose to provide your comments, they will be recorded and added to the project's official public record of the DEIS review period if received by that date. All methods are treated equally and carry the same weight. Use of more than one method is not necessary.

Does my opinion matter? Will my "vote" count?

We would like to stress that the opinions of all individuals are respected, regardless of how they may differ from those of the majority.

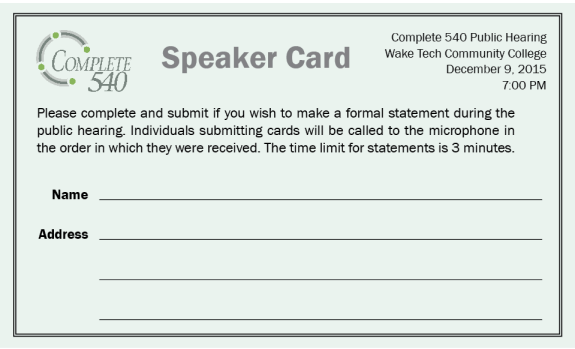
We would also like to point out that your comments and statements are not intended as a vote. While it is useful for the NCDOT Project Team to know how many people support or oppose certain alternatives, it is the content of the comments themselves that are most important and helpful to us.

All public meeting and public hearing correspondence should be sent to:

Mr. Jamille Robbins
North Carolina Department of Transportation
1598 Mail Service Center
Raleigh, NC 27699-1598

Procedure for Making Oral Comments at the Public Hearing

At the public hearing, all who would like make an oral statement in a formal setting may do so. Individuals will be allowed three minutes to make their statement. Should anyone wish to speak for a longer time, that person may do so for another three minutes, but only after all others who wish to speak have had the opportunity to do so.


Complete 540

Speaker Card

Complete 540 Public Hearing
Wake Tech Community College
December 9, 2015
7:00 PM

Please complete and submit if you wish to make a formal statement during the public hearing. Individuals submitting cards will be called to the microphone in the order in which they were received. The time limit for statements is 3 minutes.

Name _____

Address _____

_____

_____

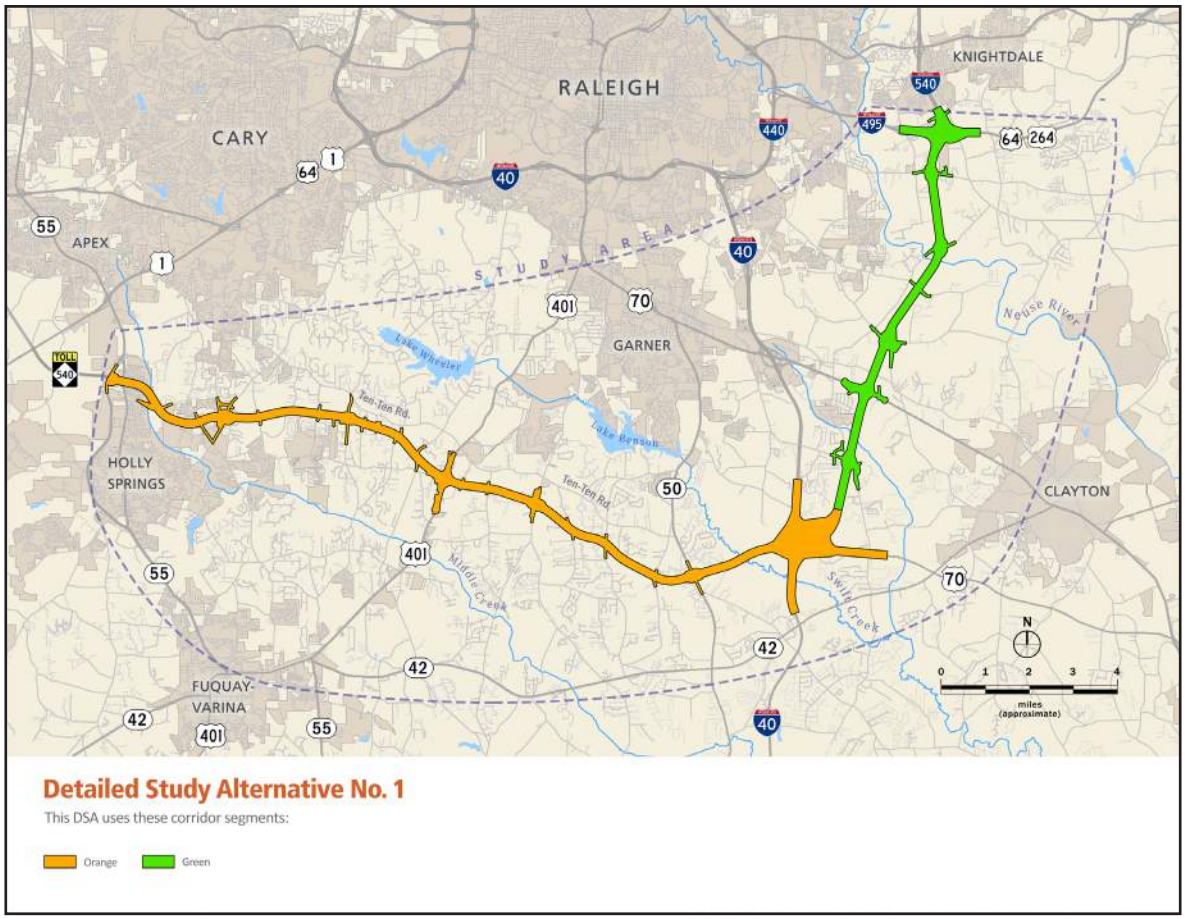
Those who would like to make a comment during the formal proceedings are asked to complete a "speaker card." These cards are available at the sign-in table. NCDOT staff will collect these cards and call on individuals to speak in the order in which they were received.

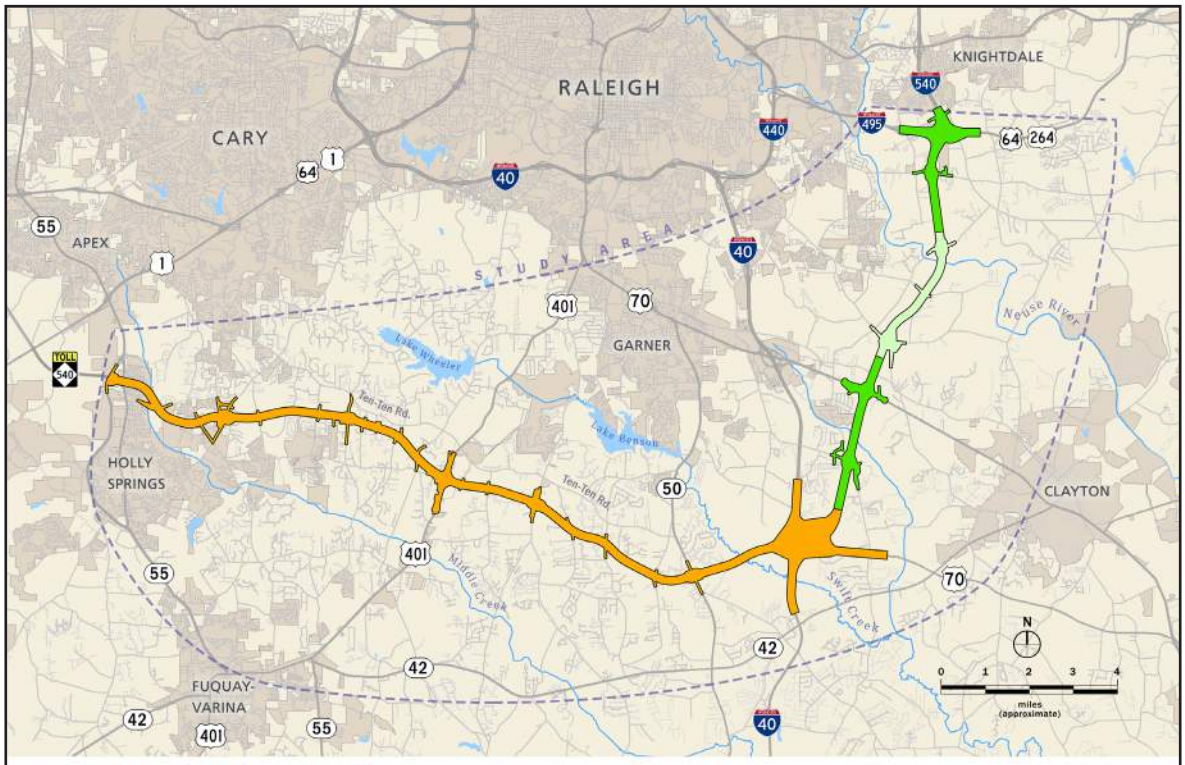
Individuals who wish to make oral statements but would rather not do so in a formal setting may take advantage of the comment recording station that is available during the project's public meetings. Regardless of which method is chosen to make verbal comments, a verbatim transcript of those comments will be prepared and will be included in the project record.

Individual Maps of the Detailed Study Alternatives

After public meetings held in 2013, seventeen end-to-end route location alternatives were selected for detailed study. Each of those Detailed Study Alternatives is illustrated on this and the following pages.

For illustration purposes, the scale of the these maps is approximate. The corridor segments are generally 1,000 feet in width, except at potential interchange locations, where they are wider. The actual highway right-of-way width would be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSAs indicate where modifications may be required at cross streets to allow local roads to cross over or under the new highway, or to accommodate interchanges.

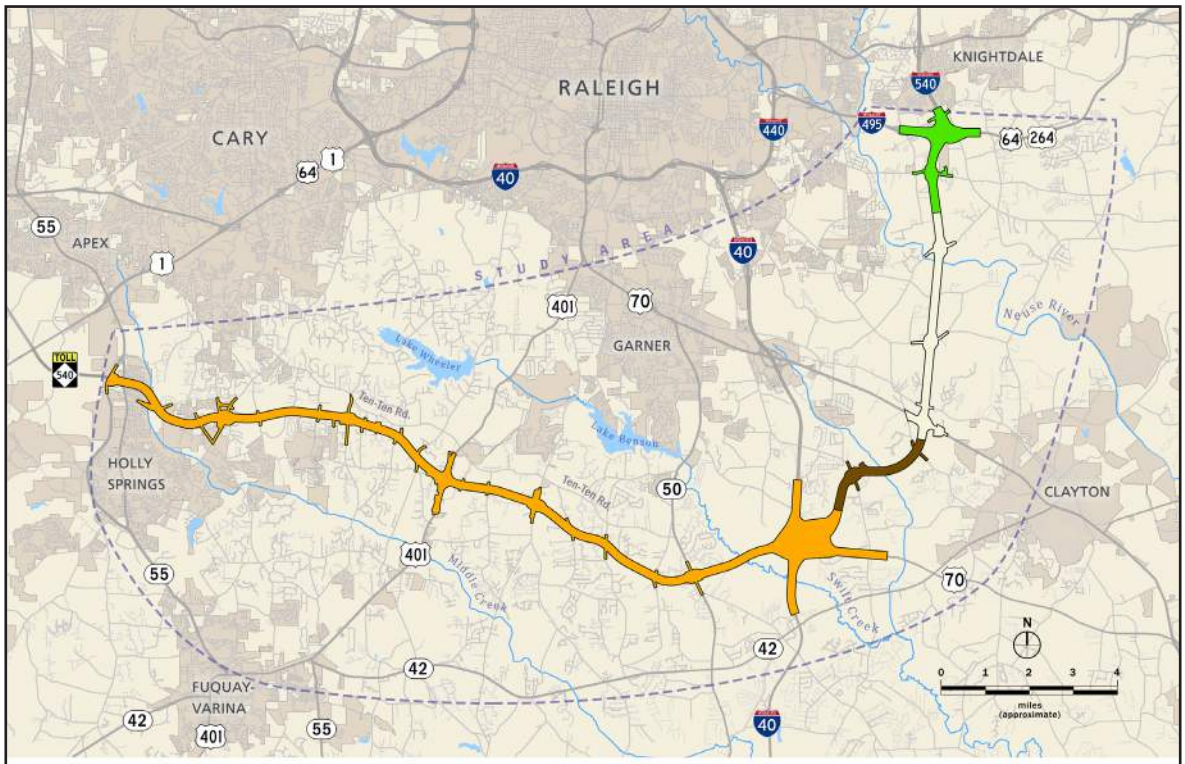




Detailed Study Alternative No. 2

This DSA uses these corridor segments:

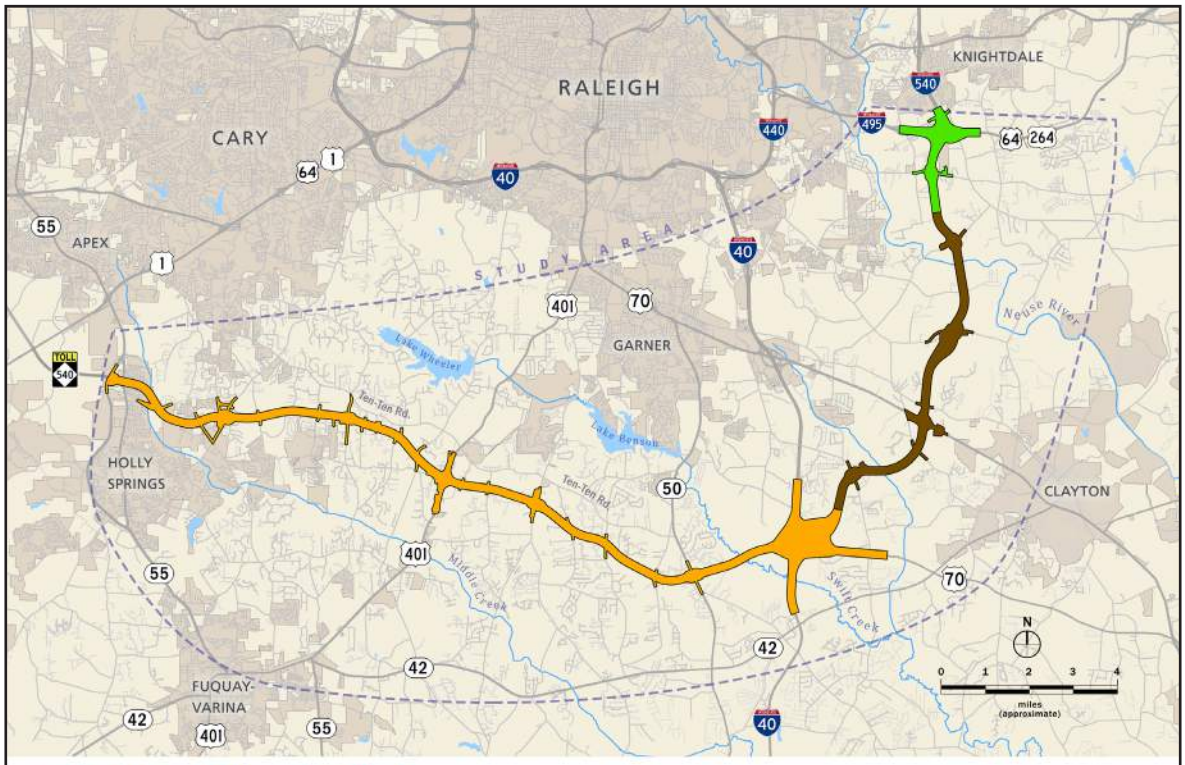
Orange Green Mint



Detailed Study Alternative No. 3

This DSA uses these corridor segments:

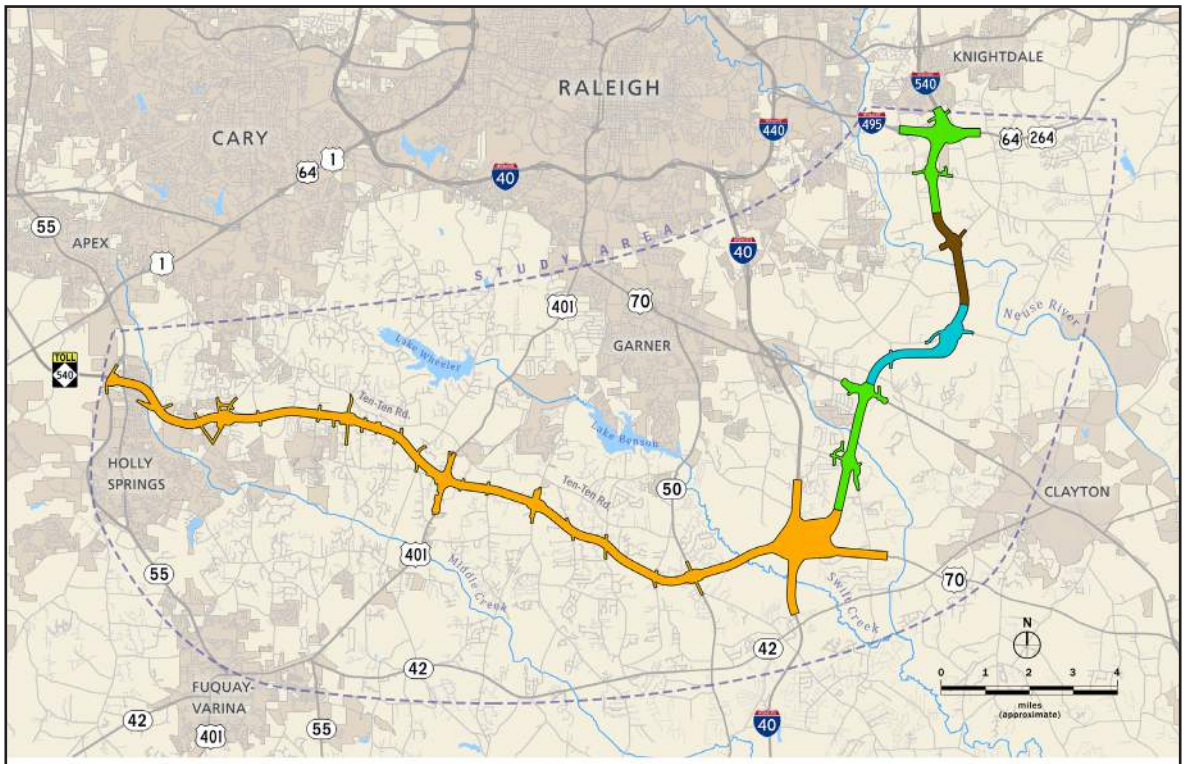
Orange Brown Tan Green



Detailed Study Alternative No. 4

This DSA uses these corridor segments:

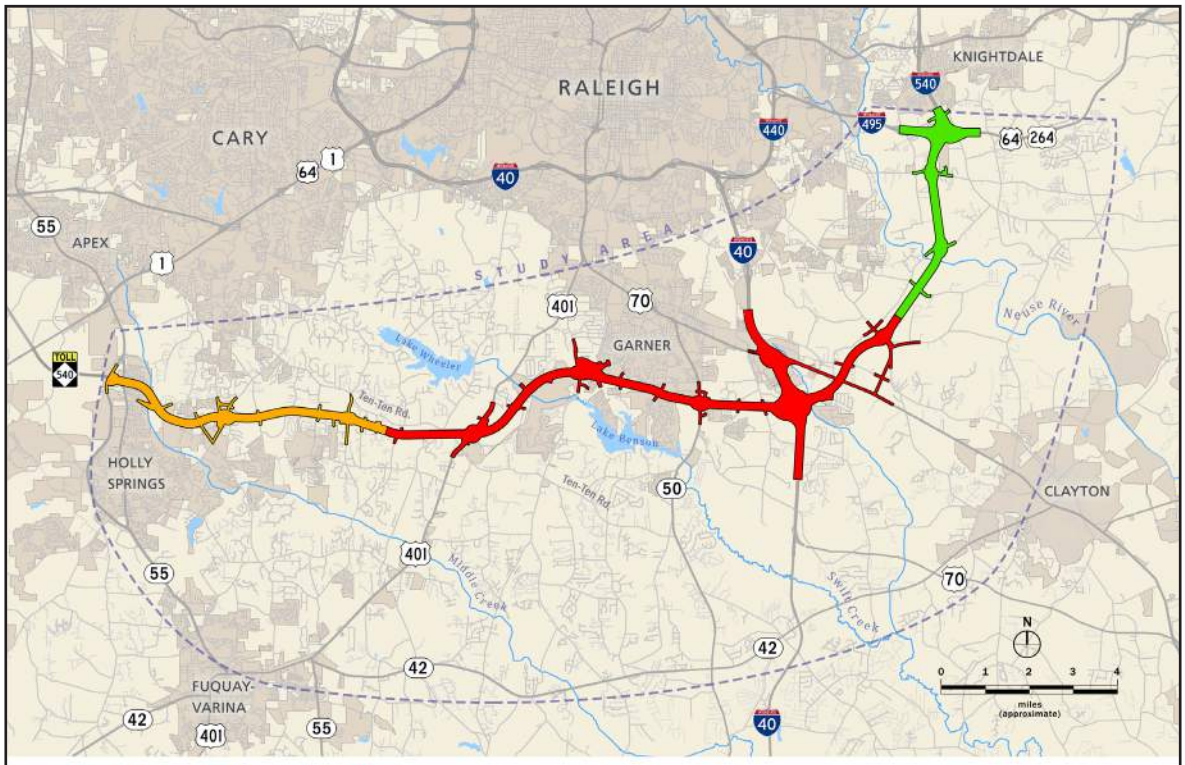
Orange Brown Green



Detailed Study Alternative No. 5

This DSA uses these corridor segments:

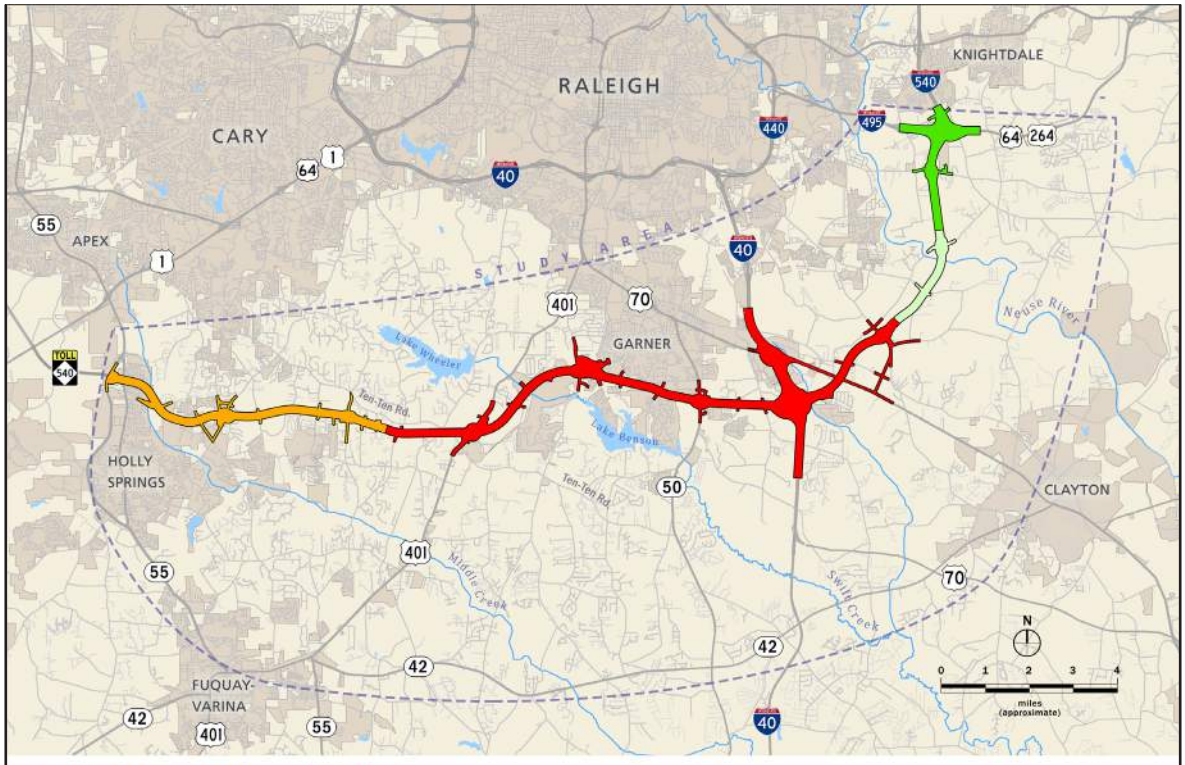
Orange Green Teal Brown



Detailed Study Alternative No. 6

This DSA uses these corridor segments:

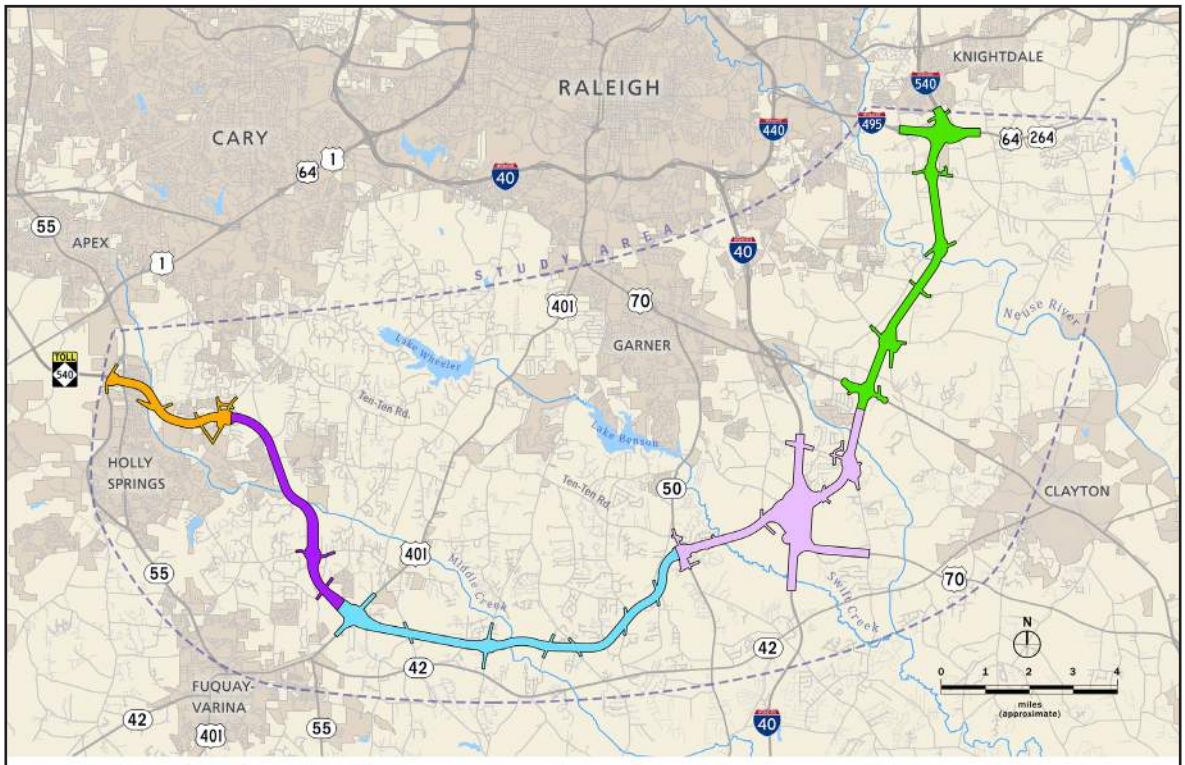
Orange Red Green



Detailed Study Alternative No. 7

This DSA uses these corridor segments:

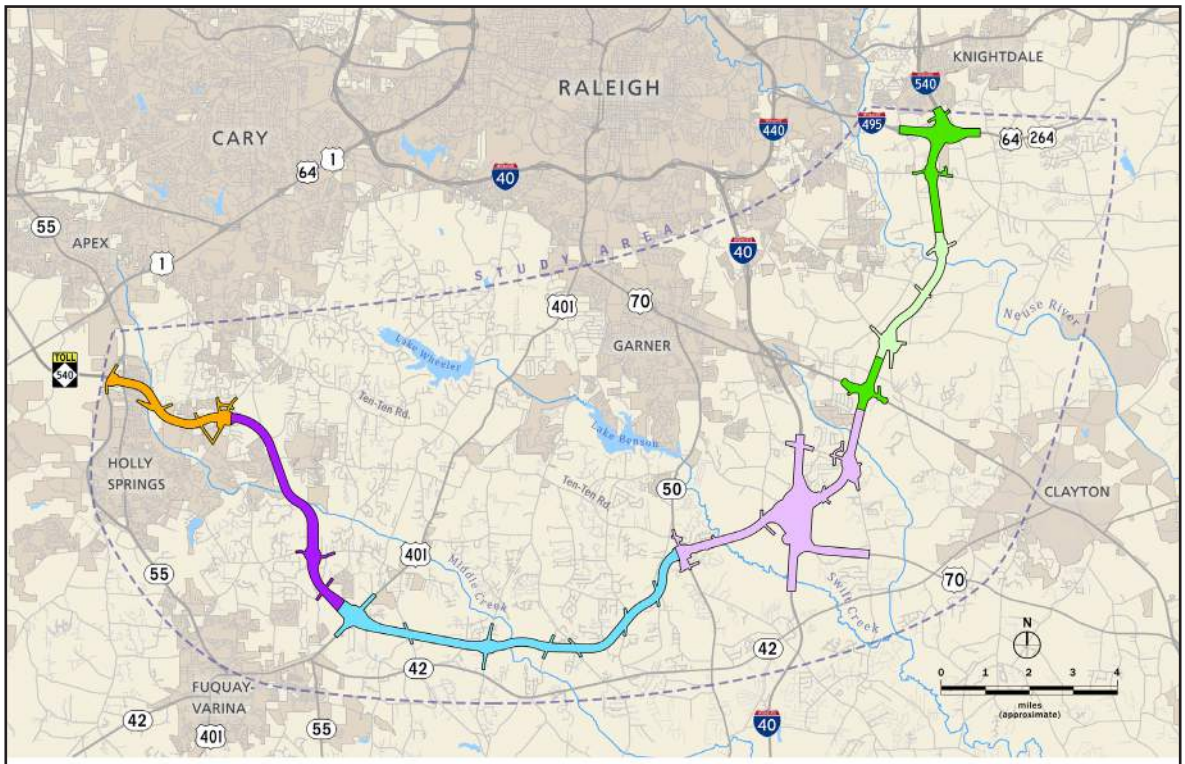
Orange Red Mint Green



Detailed Study Alternative No. 8

This DSA uses these corridor segments:

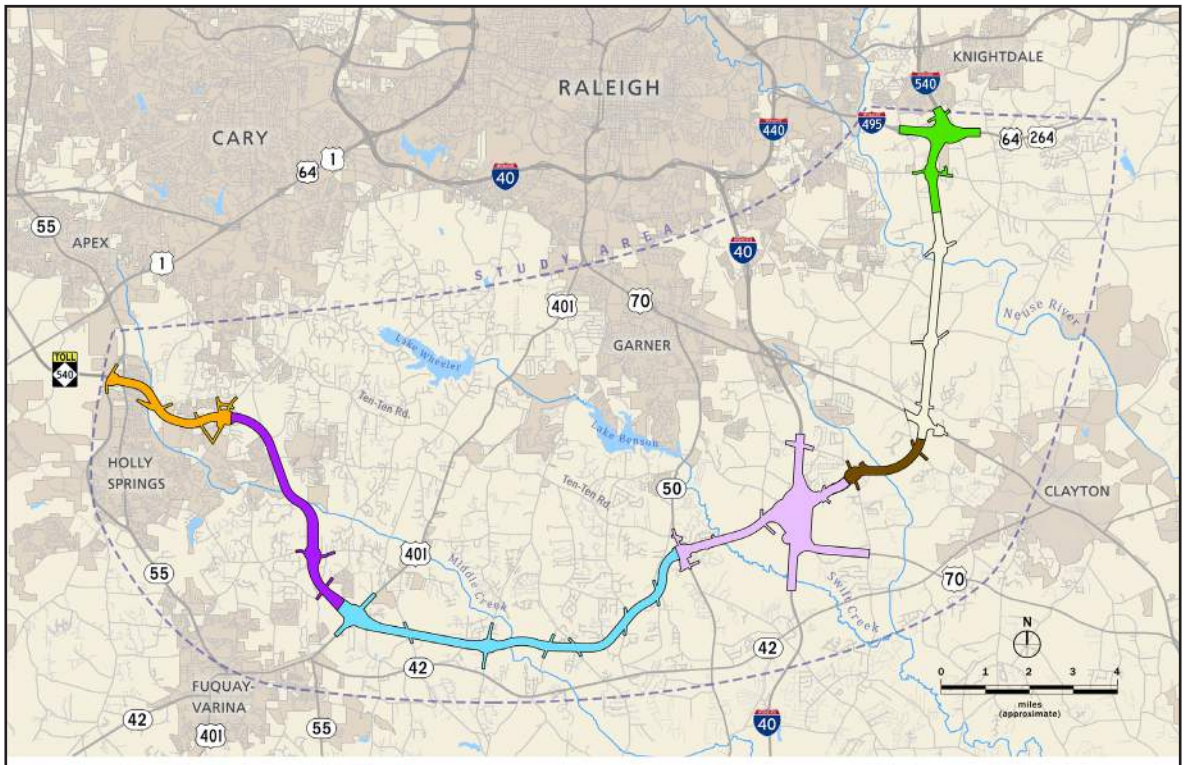
Orange Purple Blue Lilac Green



Detailed Study Alternative No. 9

This DSA uses these corridor segments:

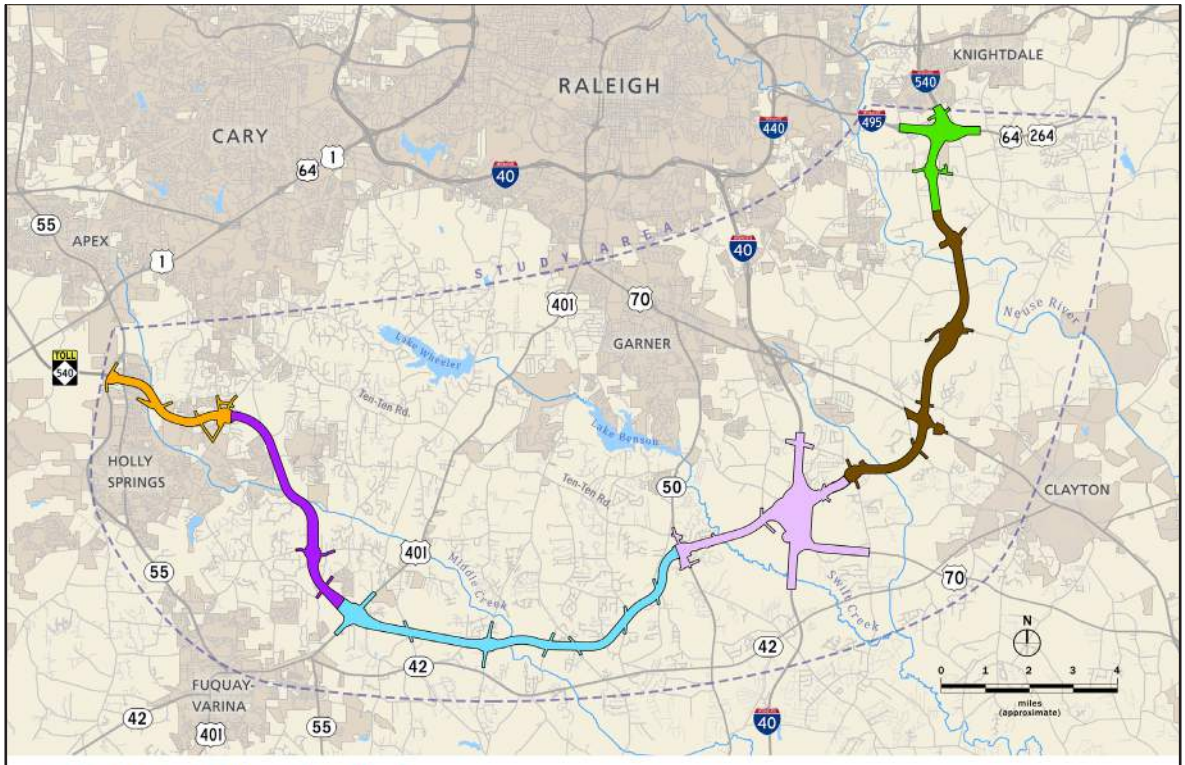
Orange Purple Blue Lilac Green Mint



Detailed Study Alternative No. 10

This DSA uses these corridor segments:

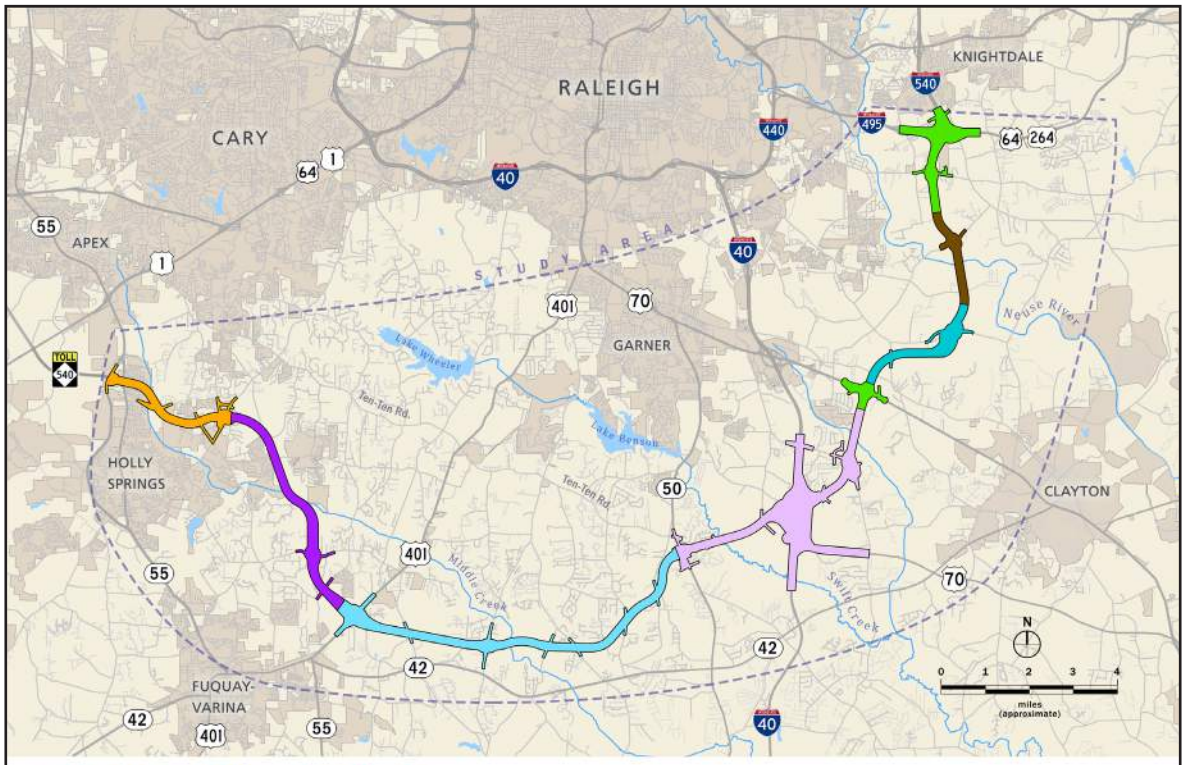
Orange Purple Blue Lilac Brown Tan Green



Detailed Study Alternative No. 11

This DSA uses these corridor segments:

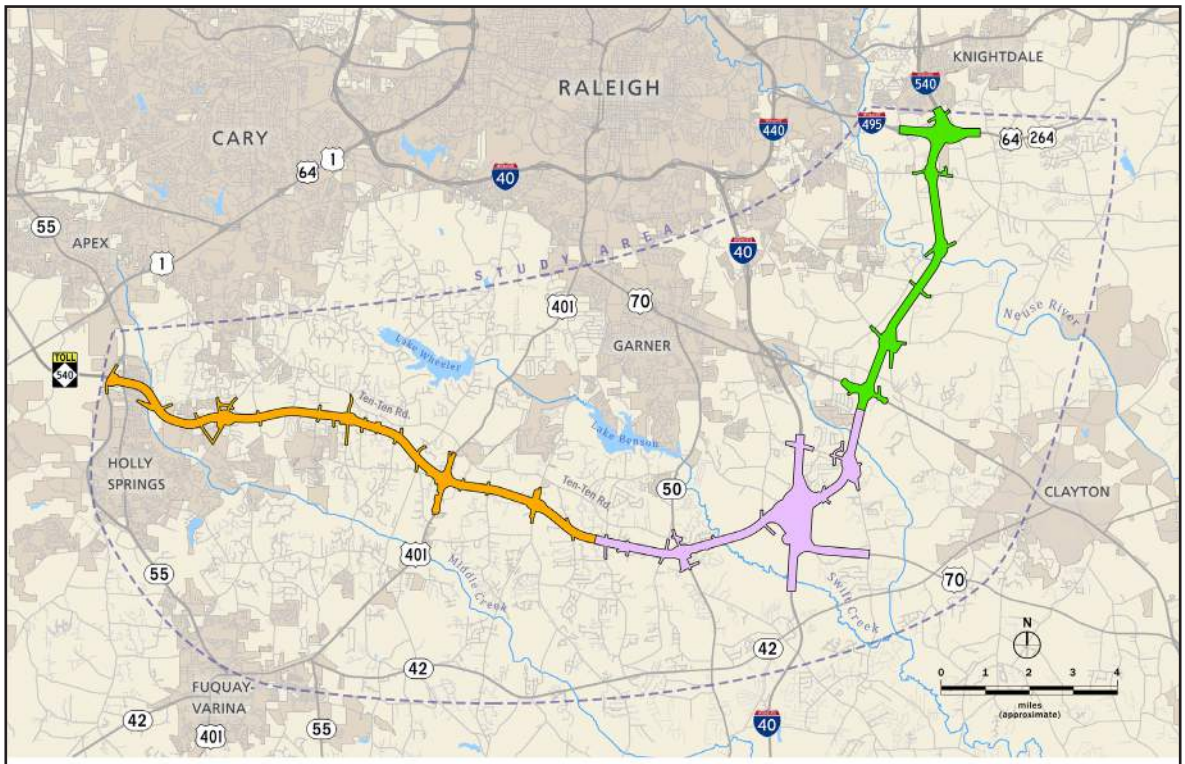
Orange Purple Blue Lilac Brown Green



Detailed Study Alternative No. 12

This DSA uses these corridor segments:

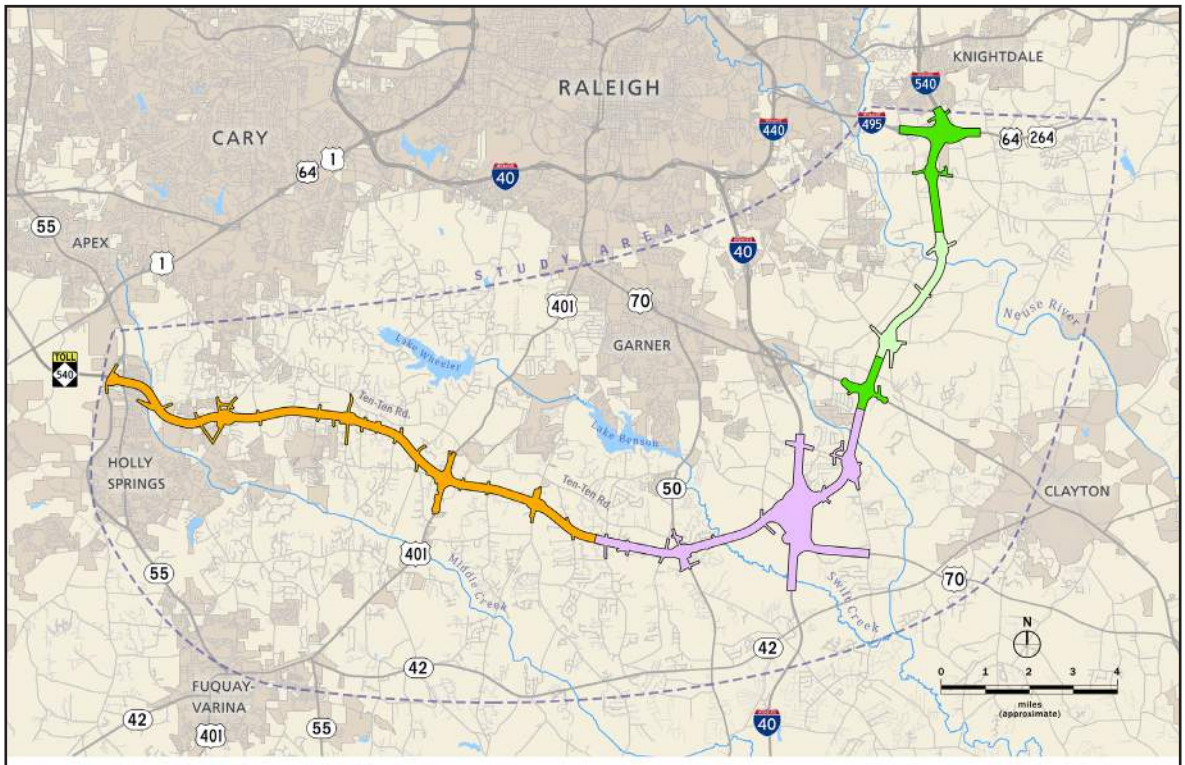
Orange, Purple, Blue, Lilac, Green, Teal, Brown



Detailed Study Alternative No. 13

This DSA uses these corridor segments:

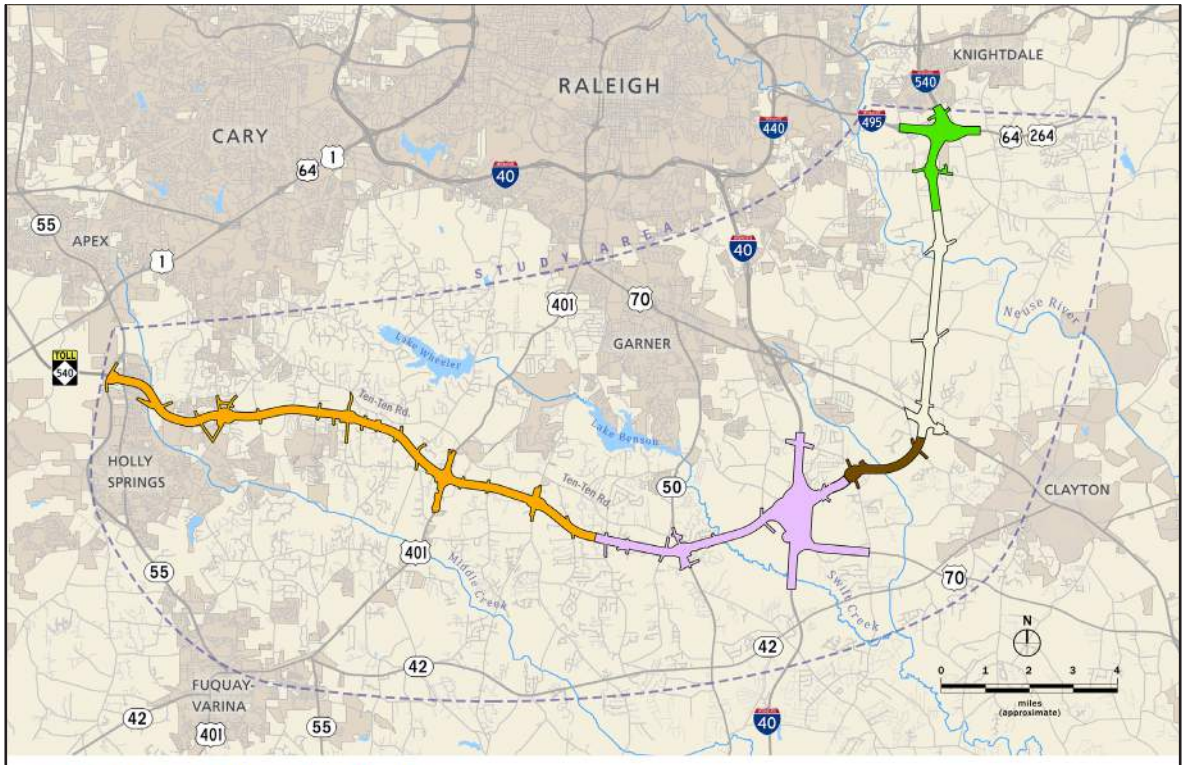
Orange, Lilac, Green



Detailed Study Alternative No. 14

This DSA uses these corridor segments:

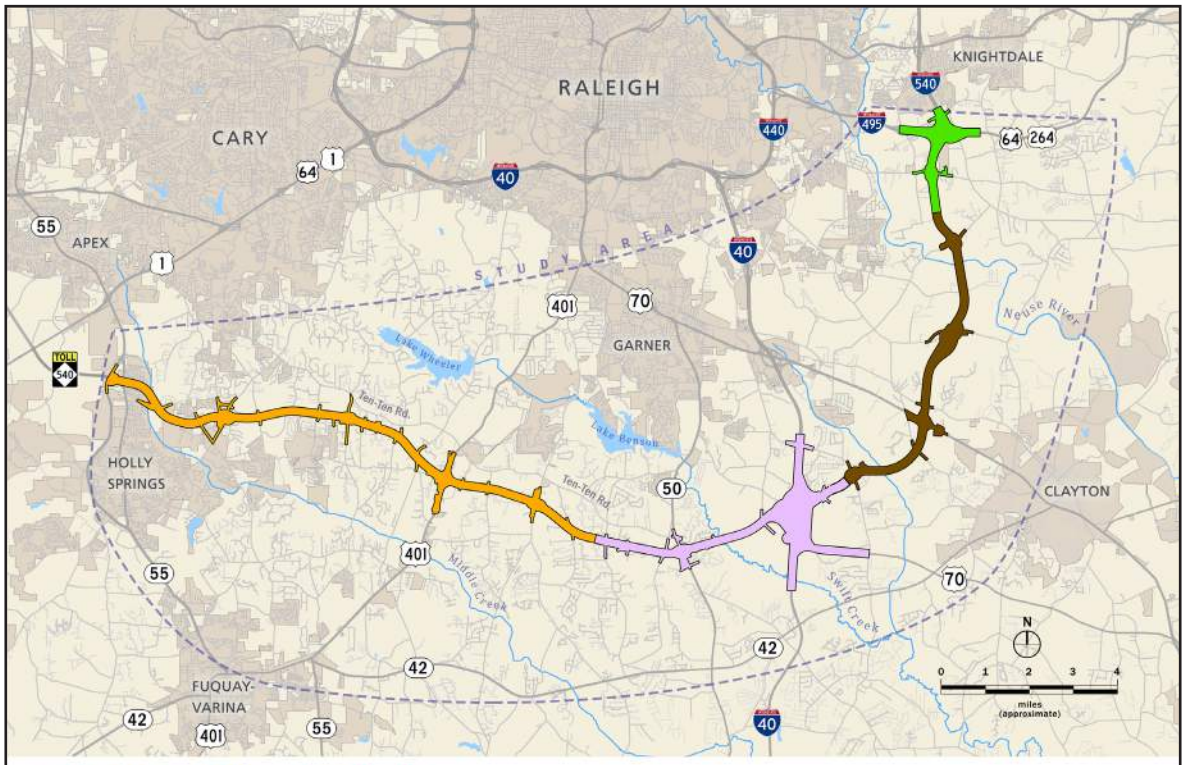
Orange Lilac Green Mint



Detailed Study Alternative No. 15

This DSA uses these corridor segments:

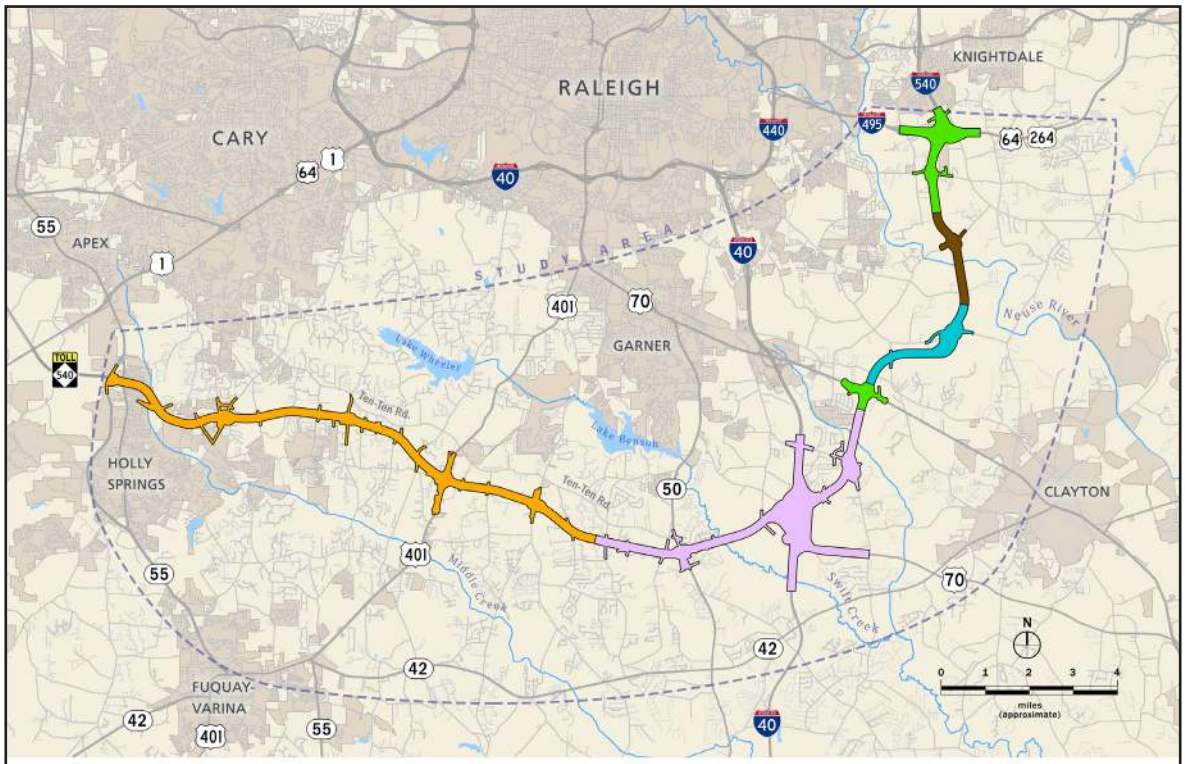
Orange Lilac Brown Tan Green



Detailed Study Alternative No. 16

This DSA uses these corridor segments:

Orange Lilac Brown Green



Detailed Study Alternative No. 17

This DSA uses these corridor segments:

Orange Lilac Green Teal Brown

Comparative Evaluation Matrix

DSAs and Key Impact Categories*

Color Coded Segments	Detailed Study Alternative	Length Overall length of each alternative, from NC 55 Bypass to US 64/US 264 Bypass miles	Total Estimated Costs Includes land purchase, relocations, utility adjustments, environmental mitigation, and construction (estimated dollars at time of expenditure) $ million	Land Acquisition Total acres required to be purchased for right-of-way acres	Parcels Total number of individual parcels needed in whole or in part for the project's right-of-way number	Relocations Total number of residential, commercial, industrial, or institutional entities to be displaced number	Streams Total length of streams that would be affected linear feet	Wetlands Total acres of wetland that would be affected acres	Swift Creek Critical Watershed Area Amount of land designated as critical watershed that would be affected acres	Historic Sites Total acres of sites listed on or eligible for the *National Register of Historic Places* that would be adversely affected acres
O G	Alternative 1	28.3	$2,195	1,830	741	278	67,967	75.6	0	0
O G M G	Alternative 2	28.4	$2,178	1,823	744	281	65,810	74.3	0	0
O B T G	Alternative 3	29.1	$2,188	1,802	754	265	68,130	73.5	0	5.9
O B G	Alternative 4	29.4	$2,189	1,818	719	243	61,322	71.6	0	0
O G Tl B G	Alternative 5	29.3	$2,191	1,843	737	272	65,180	74.2	0	0
O R G	Alternative 6	25.2	$2,317	1,753	993	449	53,014	52.0	6.7	32.7
O R M G	Alternative 7	25.3	$2,315	1,752	995	451	51,582	51.4	6.7	32.7
O Pu Bl L G	Alternative 8	30.9	$2,566	2,135	1,213	566	77,724	57.5	0	0
O Pu Bl L G M G	Alternative 9	31.0	$2,547	2,128	1,216	569	75,566	56.2	0	0
O Pu Bl L B T G	Alternative 10	31.6	$2,550	2,092	1,230	556	78,087	63.0	0	5.9
O Pu Bl L B G	Alternative 11	32.0	$2,549	2,108	1,195	534	71,278	61.1	0	0
O Pu Bl L G Tl B G	Alternative 12	31.9	$2,559	2,148	1,209	560	74,936	56.1	0	0
O L G	Alternative 13	27.6	$2,362	1,960	984	481	68,604	66.7	0	0
O L G M G	Alternative 14	27.7	$2,344	1,953	987	484	66,447	65.5	0	0
O L B T G	Alternative 15	28.3	$2,346	1,917	1,001	471	68,967	72.3	0	5.9
O L B G	Alternative 16	28.7	$2,346	1,933	966	449	62,159	70.4	0	0
O L G Tl B G	Alternative 17	28.6	$2,356	1,973	980	475	65,817	65.3	0	0

Key to Color Coded Segments: O Orange; R Red; Pu Purple; Bl Blue; L Lilac; G Green; M Mint; T Tan; B Brown; Tl Teal

* *The categories shown here are some of the more important ones for differentiating the DSAs. The complete matrix, with each category shown, can be found in the Draft Environmental Impact Statement.*

Notes

Thank You!

The Complete 540 study would not be possible without the involvement of the public. We sincerely appreciate your attention and the patience you have shown as this study has progressed, and we thank you for your thoughtful participation.