



Complete 540

Triangle Expressway Southeast Extension
PO Box 30923
Raleigh, NC 27622



Get Involved, Stay Informed

Your thoughts and questions are important to us. We encourage your input, and there are many ways you can reach us:

Web | Visit our website at www.ncdot.gov/projects/complete540/

E-mail | Send us a comment via e-mail to complete540@ncdot.gov

Telephone | Call our toll-free hotline at 1-800-554-7849

Letter | Send your letter to:
Ms. Nora McCann
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

mySidewalk



NCDOT is using an online public engagement tool called **mySidewalk** to provide the public and our stakeholders another way to learn more about the process and provide feedback. This forum can be accessed at:

engageNCDOT.mysidewalk.com



PLANNING STUDY & ENVIRONMENTAL IMPACT STATEMENT

NEWSLETTER 6 ■ APRIL 2016

Preferred Route Location Selected

The North Carolina Department of Transportation (NCDOT) in cooperation with the Federal Highway Administration (FHWA), has selected Detailed Study Alternative 2 as the Preferred Alternative for the proposed Complete 540 project. Alternative 2 consists of the Orange Corridor segment, a portion of the Green segment, all of the Mint segment, and another portion of the Green segment. This route is shown on the map on the inside of this newsletter.

NCDOT and FHWA reached this decision after a thorough review of the results of the impact assessment conducted for the 17 Detailed Study Alternatives (DSAs), as documented in the study's Draft Environmental Impact Statement (EIS). The decision was also based on an assessment of the comments made on the Draft EIS by local governments, governmental agencies, non-governmental organizations and the public.

Some of the key reasons Alternative 2 was selected as the Preferred Alternative are as follows:

- It is formally supported by all local governments;

- It minimizes the number of relocations of homes and businesses, compared to other alternatives;
- It avoids impacts to the Swift Creek watershed critical area (a source for Raleigh's drinking water);
- It avoids the Clemmons Educational State Forest;
- It avoids impacts to historic resources; and
- It minimally affects only one local park.

The selection of the Preferred Alternative was based on data from the Draft Environmental Impact Statement (including topics such as impacts on the environment, homes and businesses, parks, community facilities and historic sites, and cost), past public comments on the proposed alternatives, as well as public comments made during the public comment period that ran from Nov. 9, 2015 through Jan. 8, 2016.

Details about the selection of the Preferred Alternative and the decision-making process can be found in the study's "Preferred Alternative Report," which is available on the study's website at www.ncdot.gov/projects/complete540/.

Public Outreach Summary

NCDOT, in cooperation with FHWA, held three public meetings and a formal public hearing in December 2015 to present information about the 17 DSAs and the findings of the Draft EIS and to receive comments on those findings. In total, these events were attended by more than a thousand individuals.

During the comment period for the Draft EIS (from early November 2015 to January 8, 2016), written comments addressing the DSAs, the Draft EIS, or other substantive project issues were received from about 1,500 people. During the comment portion of the formal public hearing, 34 people made oral statements. At the public meetings, 5 individuals recorded oral comments electronically. There were also 23 people who

(continued on page 2)



More than 1,000 individuals attended the three public meetings and one public hearing held this past December.

Si desea recibir una copia de este boletín en Español, por favor llame al número de teléfono 1-800-481-6494, o envíe un correo electrónico a complete540@ncdot.gov.

The Complete 540 study is being developed in accordance with the National Environmental Policy Act, and includes the preparation of an EIS.

The study includes the following steps:

STEP 1

- Collect data; identify local needs
- Define purpose and need of project
- Hold public input events

STEP 2

- Identify possible routes
- Gather community concerns
- Conduct field studies
- Hold public input events
- Select potential routes for detailed study

STEP 3

- Study potential routes in detail; prepare roadway designs of alternative routes
- Conduct engineering studies
- Conduct field surveys
- Conduct environmental analysis

STEP 4

- Prepare and distribute Draft EIS

STEP 5

- Hold formal public hearing

STEP 6

- Review all comments made on the Draft EIS
- Select preferred route

STEP 7

- Develop preliminary engineering designs
- Conduct additional field studies
- Prepare and distribute Final EIS
- Receive final Federal Highway Administration (FHWA) approval of project route (Record of Decision)

STEP 8

- Begin final design; conduct Design Public Hearing*
- Begin permit acquisition, financing, right-of-way acquisition, and construction activities*

* Assuming project approval and availability of funding.

WE ARE HERE

(*Public Outreach Summary," continued from page 1)

submitted comments via NCDOT's mySidewalk site. Key conclusions that emerged once all the comments were reviewed include the following:

- Strong support for the Orange Corridor west of I-40. About 93 percent of submitted comments (those stating support for a color corridor west of I-40) expressed a clear preference for the Orange Corridor.
- Support for the Red, Purple/Blue, and Lilac Corridors was at 2 percent, 4 percent, and 2 percent, respectively.
- Widespread opposition to the Red (58 percent of those stating opposition to a color corridor west of I-40) and Purple/Blue Corridors (34 percent of those stating opposition to a color corridor west of I-40).
- Notable opposition to the Lilac Corridor, with 7 percent of those stating opposition to a color corridor west of I-40.
- Only one percent of those stating opposition to a color corridor west of I-40 are opposed to the Orange Corridor.

As can be seen from this summary, the most consistent pattern of comments concerned segments west of I-40. There was not such a discernible pattern of support and opposition for the corridors east of I-40. Comments that specifically address those corridors most often expressed support for the Green Corridor. The Brown Corridor and the Tan Corridor were those with the greatest level of opposition.

More detail about the content of the public comments can be found in the study's "Preferred Alternative Report," which is available on the study's website at www.ncdot.gov/projects/complete540/.

What are the next steps in the study?

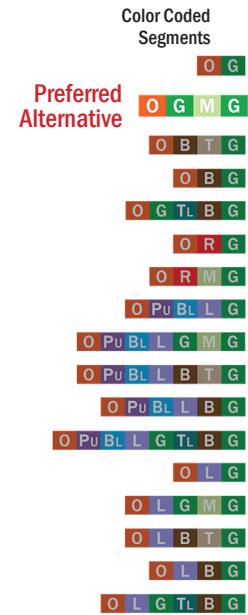
Additional studies need to be undertaken or completed for the preferred alternative before the Final EIS can be prepared. These include:

- an updated traffic forecast and related analysis for the preferred alternative;
- detailed archaeological field surveys;
- additional viability studies and related research for the endangered dwarf wedgemussel;
- design refinements and associated changes in right-of-way and impacts in response to comments on the Draft EIS; and,
- a quantitative study of the indirect and cumulative effects of the preferred alternative on land use and water quality.

In addition to summarizing these findings in the Final EIS, they must be presented to local governments and agencies before the Final EIS can be approved. Currently, approval of the Final EIS is expected in mid-2017, depending on the outcome of these remaining tasks.

SUMMARY EVALUATION MATRIX (Key Evaluation Factors*)

Detailed Study Alternative	Length <small>Overall length of each individual alternative from NC 55 to US 64/US 264 Bypass</small>	Total Estimated Costs <small>Includes land, relocations, utilities, mitigation, and construction (estimated \$ at time of expenditure)</small>	Land Acquisition <small>Total acres required to be purchased for the project's right-of-way</small>	Parcels <small>Total number of individual parcels needed in whole or in part for the project's right-of-way</small>	Relocations <small>Total number of residential, commercial, industrial, or institutional structures</small>	Streams <small>Total length of streams that would be crossed by each alternative route</small>	Wetlands <small>Total acres of wetland that would be affected by each alternative route</small>	Swift Creek Critical Watershed Area <small>Land in this Area that would be crossed by each alternative route</small>	Historic Sites <small>Total acres of sites listed on the National Register of Historic Places that would be affected by each alternative</small>	Park and Recreation Lands <small>Includes existing and planned facilities that would be affected by each alternative</small>
	miles	\$ million	acres	number	number	linear feet	acres	acres	acres	acres
Alternative 1	28.3	\$2,195	1,830	741	278	67,967	75.6	0	0	1.6
Alternative 2	28.4	\$2,178	1,823	744	281	65,810	74.3	0	0	1.6
Alternative 3	29.1	\$2,188	1,802	754	265	68,130	73.5	0	5.9	8.6
Alternative 4	29.4	\$2,189	1,818	719	243	61,322	71.6	0	0	19.2
Alternative 5	29.3	\$2,191	1,843	737	272	65,180	74.2	0	0	1.6
Alternative 6	25.2	\$2,317	1,753	993	449	53,014	52.0	6.7	32.7	16.7
Alternative 7	25.3	\$2,315	1,752	995	451	51,582	51.4	6.7	32.7	16.7
Alternative 8	30.9	\$2,566	2,135	1,213	566	77,724	57.5	0	0	9.6
Alternative 9	31.0	\$2,547	2,128	1,216	569	75,566	56.2	0	0	9.6
Alternative 10	31.6	\$2,550	2,092	1,230	556	78,087	63.0	0	5.9	16.6
Alternative 11	32.0	\$2,549	2,108	1,195	534	71,278	61.1	0	0	27.2
Alternative 12	31.9	\$2,559	2,148	1,209	560	74,936	56.1	0	0	9.6
Alternative 13	27.6	\$2,362	1,960	984	481	68,604	66.7	0	0	1.6
Alternative 14	27.7	\$2,344	1,953	987	484	66,447	65.5	0	0	1.6
Alternative 15	28.3	\$2,346	1,917	1,001	471	68,967	72.3	0	5.9	8.6
Alternative 16	28.7	\$2,346	1,933	966	449	62,159	70.4	0	0	19.2
Alternative 17	28.6	\$2,356	1,973	980	475	65,817	65.3	0	0	1.6



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

*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 study's Draft Environmental Impact Statement (www.ncdot.gov/projects/complete540/).

PREFERRED ALTERNATIVE (Orange, Green, Mint Segments)

