

LOOKING AHEAD ...

Anticipated Time Frame for Key Project Steps

Hold Public Meetings on Alternatives	October 2013
Finalize Detailed Study Alternatives	Winter 2013
Complete Required Technical Studies	Fall 2014
Receive Approval of the Draft Environmental Impact Statement	Spring 2015
Draft EIS Review Period and Public Hearings	Summer 2015
Selection of the Preferred Alternative.....	Fall 2015
Approval of the Final Environmental Impact Statement	Spring 2016
Publication of the Record of Decision	Summer 2016
Complete Financial Feasibility.....	Spring 2017
Begin Right-of-Way Acquisition.....	Summer 2017*
Begin Construction.....	Spring 2018*
Open to Traffic	Spring 2022*

* **Subject to availability of funding. Tolling is anticipated to be part of the project's funding.**

Next Steps

NCDOT has resumed work on the project and the study will now focus on collecting information about how the various route locations proposed for completing 540 would affect the area environment. NCDOT is also collecting information from area residents and other local stakeholders to get local perspectives on the project.

in-depth evaluations and comparisons. The results of these studies will be documented in a Draft Environmental Impact Statement (EIS), along with a possible recommendation of which alternative best meets the project purpose. We expect this document will be complete by the spring of 2015.

Each of the options shown on the map on the previous page is currently under consideration. We will use all public and agency comments about these options to help determine the final set of "Detailed Study Alternatives." Once determined, the study team will proceed with the required

Once the Draft EIS is published, public hearings will be scheduled at several locations in the project study area. Following the public hearings, NCDOT will again review all public and agency comments and then make a final decision about the best route, or "Preferred Alternative" for the project.

Questions?

We look forward to your continued participation in this project. Please contact the study team at any time with questions, comments, or concerns.

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Welcome to Today's Public Meeting

About Today's Meeting

Tonight's meeting is an opportunity to share information with you about the status of the proposed Complete 540 project. It is also an opportunity for you to learn more about the project and to share your comments, questions, and suggestions with us.

At tonight'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. A map of the routes recommended for detailed study is also included in this handout.
- 3 Talk with study team representatives.**
Ask any questions you may have about the proposed project. All project representatives are wearing name tags so you can easily identify them.
- 4 Share your comments with us.**
You can do this in several ways: by talking to a study team representative here today; by submitting written comments at today's meeting or by contacting us by telephone, e-mail, or through our project blog.

About The Project

Planning studies for the Complete 540 project are underway. The Complete 540 project would extend the Triangle Expressway from the NC 55 Bypass in Apex to the US 64/US 264 Bypass in Knightdale, completing the 540 Outer Loop around the greater Raleigh area.

The northern section of the 540 Outer Loop is known as I-540 and runs from I-40 in Durham County to US 64/US 264 Bypass in Wake County. The southern section, NC 540, begins at I-40 in Durham County and currently ends at the NC 55 Bypass in Apex. This southern section is also referred to as the Triangle Expressway, the state's first modern toll road.

Since opening the section of the Triangle Expressway from Cary to the Apex/Holly Springs area in the western part of Wake County, NCDOT has seen continued growth in ridership and received positive feedback from drivers who are now able to save 20 to 30 minutes on their commutes.



Completing the 540 Outer Loop would reduce congestion and improve commuter mobility for the fast-growing communities south and east of Raleigh.

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The COMPLETE 540 study is being developed in accordance with the National Environmental Policy Act (NEPA), and includes the preparation of an Environmental Impact Statement (EIS).

The study will include the following steps:

STEP 1

- Collect Data and 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
- Conduct Engineering Studies
- Conduct Field Surveys
- Conduct Environmental Analysis

STEP 4

- Release Draft Environmental Impact Statement

STEP 5

- Hold Formal Public Hearing

STEP 6

- Review Comments on the Draft EIS
- Select Preferred Route

STEP 7

- Develop Preliminary Engineering Designs
- Conduct Additional Field Studies
- Release Final EIS
- Receive Final Federal Approval of Project Route (Record of Decision)

STEP 8

- Begin Right of Way Acquisition and Construction*

(*Subject to availability of funding.)

WE ARE HERE

WHAT OPTIONS ARE CURRENTLY UNDER CONSIDERATION?

In the fall of 2010, several preliminary alternatives routes were presented to the public at a series of meetings. Since that time, some of those alternatives have been dropped or modified, and some new ones have been developed. The map on the facing page shows the route alternatives that are currently recommended by NCDOT for further study. The paragraphs below explain the new routes that have been added since the public meetings held in 2010. They also explain why two previous routes needed to be reintroduced.

Lilac Corridor – NCDOT worked with the Capital Area Metropolitan Planning Organization and other local and agency stakeholders to see if they could identify any other route locations that could minimize wetland impacts similar to the Red Corridor. A new corridor—designated as the Lilac Corridor—showed the potential to accomplish this.

Mint Green Corridor – Compared to the Green Corridor, this option reduces impacts to a planned public development and would displace fewer homes and businesses than the nearby Tan Corridor.

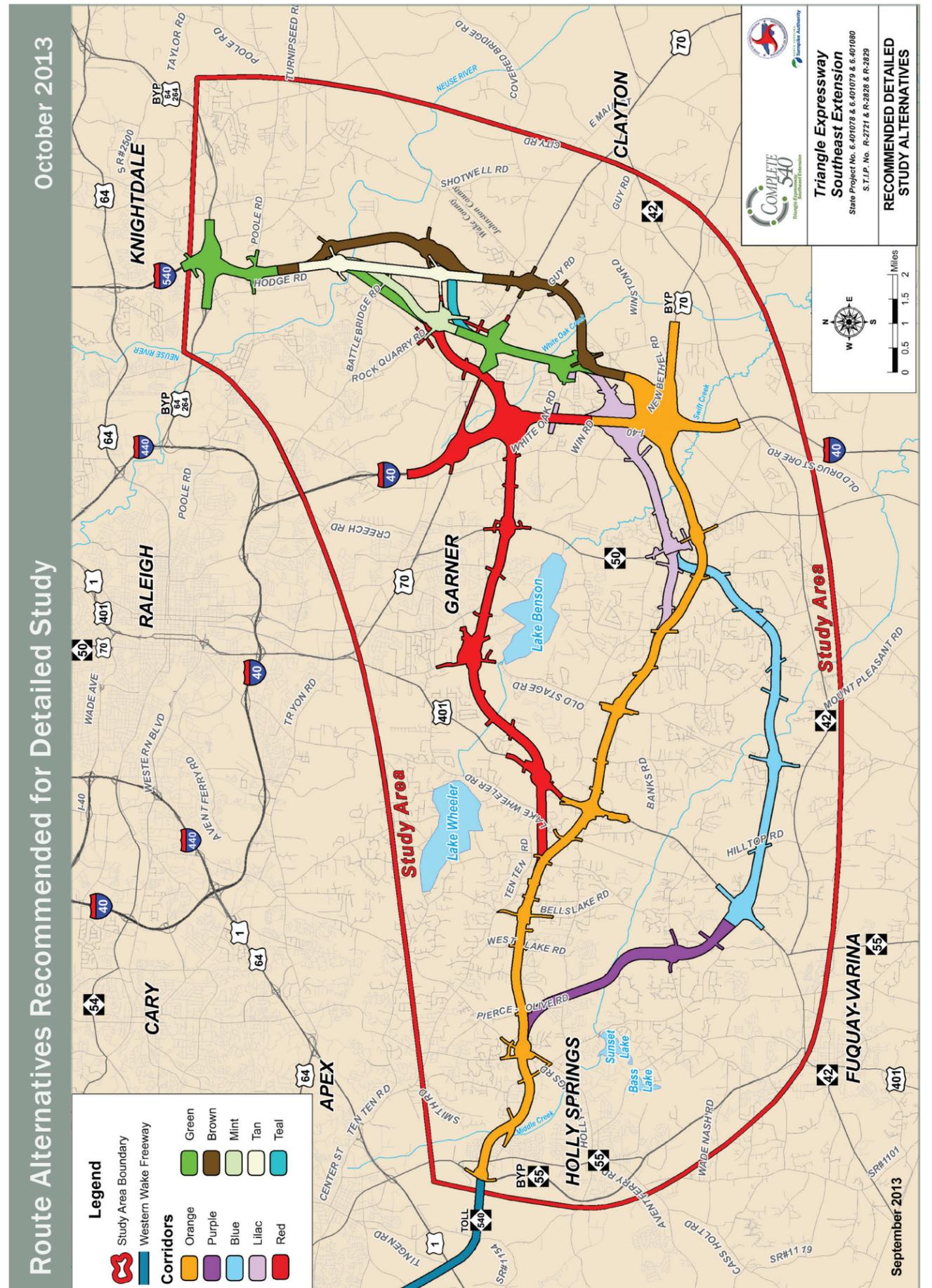
Brown Corridor – This option completely avoids the planned public development noted above, but would impact a public wastewater treatment facility and a police training center.

Teal Corridor – This is a short connector between the Green Corridor and the Brown Corridor, creating another route for 540 between I-40 and US 64/US 264 Bypass.

Purple-Blue-Lilac Corridor – The Blue and Purple Corridors were removed from consideration in November 2010 because the original connection to the Orange Corridor did not provide enough benefit over other options then under consideration. With the development of the Lilac Corridor, however, it was found that connecting the Purple Corridor to the Blue Corridor, and then to the new Lilac Corridor, created an option that minimizes wetland impacts similar to the Red Corridor. For this reason, the combination known as the Purple-Blue-Lilac Corridor is under consideration.

Red Corridor – During the 2011 session of the General Assembly, a law was passed that prevented full evaluation of the Red Corridor. In response, NCDOT worked extensively with environmental agencies and local stakeholders to find a way to move the study forward without the Red Corridor. Despite that effort, the US Army Corps of Engineers determined that the federal laws they administer require the Red Corridor be studied at the same level of detail as the other route locations, and that the State law enacted in 2011 does not supersede federal law. As a result, the 2013 General Assembly repealed the 2011 law, and the Red Corridor will be studied in detail.

Route Alternatives Recommended for Detailed Study



NOTE: If the project is approved for construction, only one of the potential routes would be built.