

# ACCESS 540

## AT OLD HOLLY SPRINGS-APEX ROAD

### Wake County

### STIP Project Number R-2635D



DECEMBER 11, 2014 — PUBLIC MEETING

### What's Inside

- Pg. 1...NCDOT Wants To Hear From You
- Pg. 2...Alternatives Considered
- Pg. 2...Recommended Alternative
- Pg. 3...Project Map
- Pg. 4...Other Information
- Pg. 4...Next Steps
- Pg. 4...Contact Information

### Our Mission

*Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health, and well-being of North Carolina.*



## PUBLIC MEETING —NCDOT WANTS TO HEAR FROM YOU—

Welcome to today's public meeting for the "Access 540" project. Your input is valued and your attendance greatly appreciated.

The Access 540 project is a proposal by the North Carolina Department of Transportation (NCDOT) to convert the existing bridge at the Triangle Expressway (Toll NC 540) and Old Holly Springs-Apex Road (SR 1153) to an interchange. The project would also construct approximately 1.5 miles of additional lanes (called 'auxiliary lanes') along the Triangle Expressway between the NC 55 Bypass and US 1.

Planning, engineering design, and environmental studies are underway. This includes identifying the purpose and need for the project, examining alternatives that satisfy the purpose and need, and analyzing the environmental effects of those alternatives.

**Purpose and Need for the Project:** The purpose of the Access 540 project is to improve access and roadway connectivity in response to planned and anticipated development in southern Apex. Traffic along Old Holly Springs-Apex Road is projected to increase substantially – from 1,900 vehicles per day in 2010 to 34,900 vehicles per day in 2035. Since the existing bridge does not connect to the Triangle Expressway, motorists desiring to access the Triangle Expressway from Old Holly Springs-Apex Road must travel an additional 4.5 to 5.5 miles.

The proposed interchange would provide a direct connection between the Triangle Expressway and Old Holly Springs-Apex Road. The proposed auxiliary lanes along the Triangle Expressway would provide an additional lane for entering and exiting traffic that is separate from the through travel lanes along this roadway. This would improve traffic flow and reduce congestion.

## PROJECT SCHEDULE \*

Public Meeting Held.....	December 2014
Environmental Studies Completed.....	February 2015
Construction Bids Opened.....	May 2015
Open to Traffic.....	2018

\* Subject to change

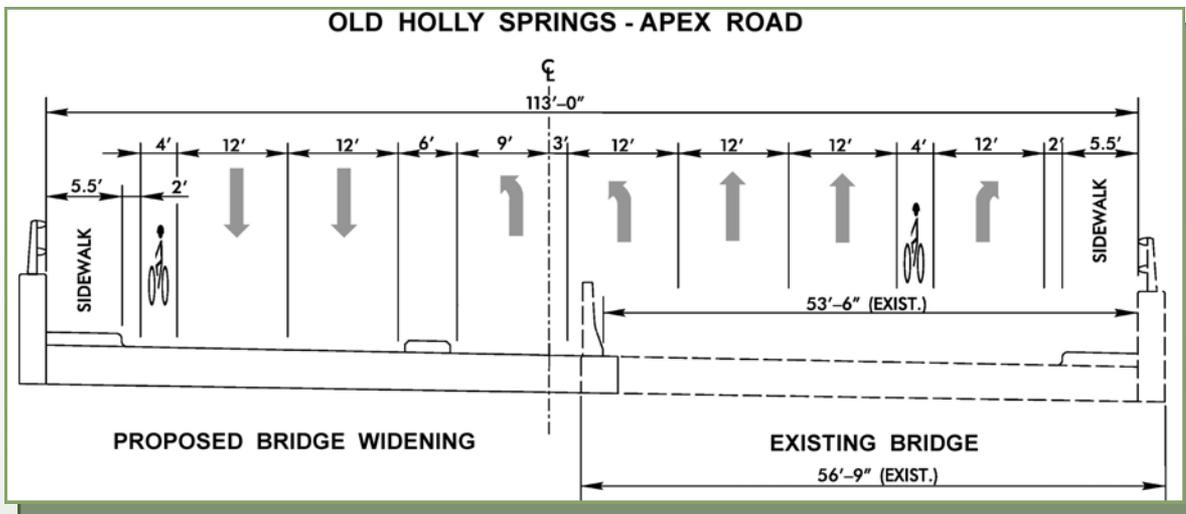
# ALTERNATIVES CONSIDERED

NCDOT has considered several interchange alternatives for the Access 540 project. These include a diverging diamond, a braided diamond, a single trumpet, and two versions of a partial cloverleaf (Option A and Option B). These interchanges are shown on the Project Map on page 3. Due to issues such as inadequate interchange spacing, the desire to avoid a costly relocation of a nearby communications tower, landfill impacts, and maximizing use of the existing Old Holly Springs-Apex Road alignment, four of the five alternatives were eliminated from further consideration.

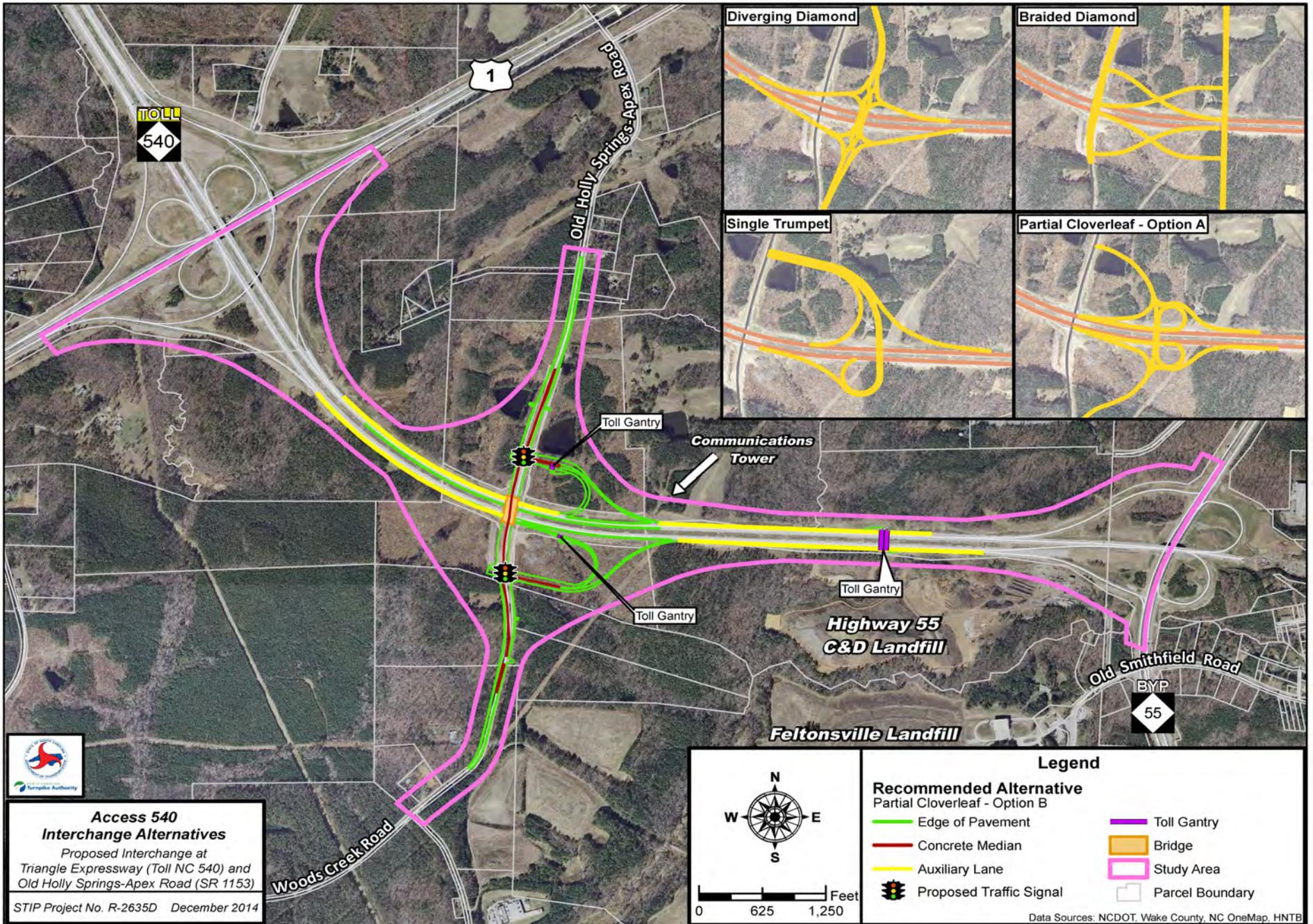
NCDOT's Recommended Alternative is a partial cloverleaf interchange (Option B), with the ramps located on the east side of Old Holly Springs-Apex Road. This alternative satisfies the project's purpose and need, would maximize interchange spacing by placing the ramps the greatest distance from the adjacent interchange (NC 55 Bypass), would avoid impacting the communications tower, would minimize encroachment into the landfill, and would not require relocating Old Holly Springs-Apex Road. It is important to note that this is a recommendation and not a final decision.

## RECOMMENDED ALTERNATIVE

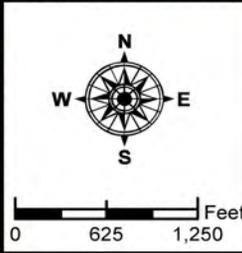
The interchange ramps would be constructed on the east side of Old Holly Springs-Apex Road. The existing three-lane bridge carrying Old Holly Springs-Apex Road over the Triangle Expressway would be widened on the west side to seven lanes to accommodate travel lanes, bicycle lanes, and sidewalks. The existing outside shoulders along the Triangle Expressway – between the NC 55 Bypass and US 1 – would be converted to auxiliary lanes and new shoulders would be constructed. Toll gantries would be constructed on the interchange ramps to allow all-electronic toll collection. The Recommended Alternative would not result in the relocation of homes or businesses. There would be no traffic noise impacts and no adverse effects on air quality. No historic properties would be impacted. No federally protected plant and animal species would be affected. The Recommended Alternative would result in approximately 738 feet of stream impacts and 0.11 acres of wetland impacts. Minor amounts of right-of-way would be needed.



# PROJECT MAP



**Access 540 Interchange Alternatives**  
 Proposed Interchange at  
 Triangle Expressway (Toll NC 540) and  
 Old Holly Springs-Apex Road (SR 1153)  
 STIP Project No. R-2635D December 2014



Legend	
<b>Recommended Alternative</b> Partial Cloverleaf - Option B	
Edge of Pavement	Toll Gantry
Concrete Median	Bridge
Auxiliary Lane	Study Area
Proposed Traffic Signal	Parcel Boundary

Data Sources: NCDOT, Wake County, NC OneMap, HNTB

## OTHER INFORMATION

**Phased Construction** – The Access 540 project would be built in phases. The initial construction would consist of the auxiliary lanes and new shoulder construction on the Triangle Expressway. NCDOT would also construct a portion of the interchange ramps and Old Holly Springs-Apex Road widening to accommodate near term traffic needs. The bridge on Old Holly Springs-Apex Road would be widened to its ultimate width of seven lanes, although the approach road leading to the bridge would be three lanes. After initial construction, the remainder of the project would be built based on development trends and the resulting need for additional travel lanes.

**Aesthetics** – The Access 540 project would feature similar aesthetic treatments as found on the Triangle Expressway, including enhancements to bridges, walls, toll gantries, major sign support structures, and landscaping.

**Cost** - The estimated project cost is \$31 million—which includes construction, utility modifications, environmental mitigation, and right-of-way acquisition.

## NEXT STEPS

Following today’s public meeting, NCDOT will consider all comments received before making a final decision. To ensure your concerns are considered in the decision-making process, **all comment forms must be submitted to NCDOT no later than January 12, 2015 (see contact information below).**

After all comments have been considered, and assuming the project will not have a significant impact on the human and natural environment, NCDOT will publish an Environmental Assessment/Finding of No Significant Impact (EA/FONSI). The EA/FONSI represents the final decision on which alternative will be constructed and the reasons for its selection. After that, NCDOT will select a contractor to design and build the project. Construction can begin once all environmental permits have been received (a Section 404 Permit and Section 401 Water Quality Certification are anticipated) and any necessary right-of-way has been acquired. Information on the right-of-way acquisition process can be found on the project website.



### **Project Phone – Línea Gratuita del Proyecto:**

**(919) 707-6025 (English)**  
**(800) 481-6494 (Español)**

### **Project Website – Página Web del Proyecto:**

[www.ncdot.gov/projects/triangleexpressway/](http://www.ncdot.gov/projects/triangleexpressway/)  
*Click on "Access 540" in the left margin*

#### **Project Manager—NCDOT**

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For more information about the project, please visit the project website. Written correspondence can be provided to Jennifer Harris or Tracy Roberts.