



WELCOME to TONIGHT'S PUBLIC INFORMATIONAL MEETING

DECEMBER 2010

Tonight's meeting is an opportunity to share information with you about the *Triangle Expressway Southeast Extension* project (also known as the Southern and Eastern Wake Expressway). It is an opportunity for you to learn more about the study and to share your comments, questions and suggestions with us.

At tonight's meeting we encourage you to:

View the video presentation. This presentation is about 12 minutes long and will be repeated continuously during the meeting.

Review the maps and graphics. These exhibits are on display in the meeting space. A map of project alternatives is also included in this handout.

Talk with people working on the project. Ask any questions you may have. All project representatives are wearing name tags so you can easily identify them.

Share your comments with us. We want to know your thoughts on the project purpose and need and proposed alternatives. There are several ways to share your comments. Talk to a project representative. Submit your comments, either by filling out the comment forms prepared for tonight's meeting or by contacting us by telephone, mail, e-mail or through our project blog (see information shown below).

ABOUT THE PROJECT ■

Planning studies for the Triangle Expressway Southeast Extension in Wake and Johnston Counties are underway. The Southeast Extension will extend the Triangle Expressway and complete the 540 Outer Loop. It is being studied as a toll facility and is anticipated to be constructed in two phases. Phase I runs between NC 55 near Apex and Interstate 40 near the Johnston County line. Phase II continues the project at Interstate 40 and ends at the US 64/US 264 Bypass in Knightdale. The entire project is nearly 28 miles long.

PROTECTED CORRIDOR ■

A protected corridor preserves the location of a new road from encroaching development. A protected corridor for Phase I of the Southeast Extension, between NC 55 near Apex and Interstate 40 near the Johnston County line, was established in the mid-1990s under the Transportation Corridor Official Map Act. The North Carolina Turnpike Authority (NCTA) will evaluate that corridor, as well as other alternative routes, as part of the study process. Phase II does not have a protected corridor.

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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Steps in the Environmental Review Process

The Southeast Extension 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
Document Community Concerns
Conduct Field Studies
Hold Public Input Events
Select Potential Routes
for Detailed Study

WE ARE HERE

STEP 3

Study Potential Routes in Detail
Conduct Engineering Studies
Conduct Field Surveys
Conduct Environmental Analysis

STEP 4

Release Draft EIS

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 of Phase I*
Evaluate Corridor Protection Opportunities
for Phase II

(*Contingent upon availability of funds)

WHAT IS BEING STUDIED? ■

Several different plans involving building or expanding roads to address growing traffic in southern Wake County were presented to the public in September 2010. These plans included several color-coded corridors representing potential routes for a new road. Options presented to the public also included improving existing roadways and a combination of improving existing roadways and building a new road. NCTA received more than 2,000 individual public comments, as well as numerous petitions and local government resolutions, after presenting these options to the public. Comments addressed project alternatives as well as the project's purpose and need.

On November 4, NCTA announced that three of the corridors under consideration were eliminated from further consideration. These corridors, known as the Blue, Purple, and Yellow corridors, were eliminated because of high impacts to neighborhoods, community resources, and the natural environment, and a lack of relative advantages to other alternatives under consideration. Comments from local residents and governmental officials played an important role in identifying corridors to be eliminated. The corridors still under consideration at this time are shown on the map on the opposite page.

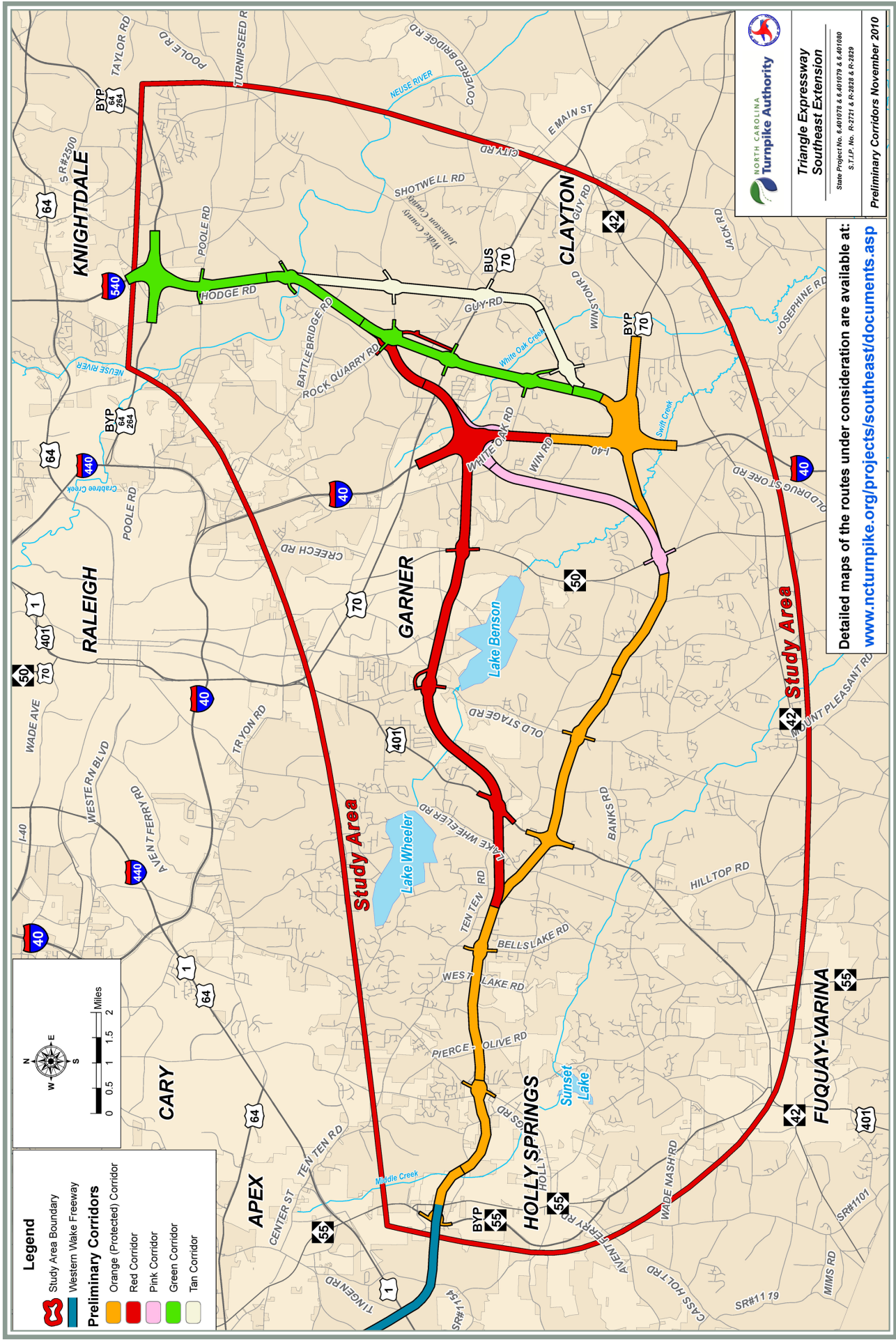
TAN CORRIDOR ■

As shown on the map, an additional corridor, known as the Tan corridor, has been identified for possible consideration for the project. The Tan corridor is located further east of the Green corridor and minimizes impacts to a planned joint development by the City of Raleigh and Wake County, known as Randleigh Farm. The City and County anticipate developing this site with schools, residences, recreation areas, and an environmental education center. The Tan corridor is being considered as an equivalent alternative to the Green corridor.

NEXT STEPS ■

NCTA is evaluating the potential impacts of the remaining corridors, including the Tan corridor, to determine which corridors to select for detailed studies. More information about which options were selected, and the reasons why they were selected, will be available in January 2011 on the NCTA website.

In-depth studies of each option will begin in early 2011. These studies, along with a recommendation of which option best meets the needs of the community, will be described in the Draft Environmental Impact Statement (EIS), which will be released in 2012.



NOTE: If a build option is selected, only one of the potential build alternatives would be constructed.

Tolling and the Southeast Extension

Will the project include tolls?

The Turnpike Authority plans to study the feasibility and impacts of developing the proposed Southeast Extension as a toll road. Current legislation requires that these tolls be removed once the project's debt is repaid.

Why is this part of the 540 Outer Loop being tolled while northern sections are not?

Decisions regarding funding for transportation projects are made at the local level by regional transportation planning organizations, in this case the Capital Area Metropolitan Planning Organization (CAMPO). In 2005, CAMPO requested that the Turnpike Authority evaluate and construct the remaining sections of the 540 Outer Loop (western, southern and eastern sections) as toll facilities due to a lack of traditional revenue to pay for the project.

CAMPO's current long-range transportation plan does include tolling the existing northern sections of the Raleigh Outer Loop to pay for needed improvements.

How much would tolls cost?

Toll rates have not yet been determined. Rates will be based on a number of factors, including the cost of the project, distance traveled and vehicle type. All revenues from tolls will be used to cover the cost of building, operating and maintaining the road. Tolls on similar facilities across the nation currently average \$0.10 to \$0.20 per mile.

How will tolls be collected?

There will not be any toll booths. Instead, tolls will be collected electronically through one of the following ways:

1) Transponders – Motorists with transponders will have the tolls automatically deducted from prepaid accounts.

2) License plate photos – Motorists without transponders will have a photo taken of their license plates and will be sent a bill in the mail.

Motorists who choose to purchase a transponder may save up to 35% on their toll rates.

Schedule

• Draft Environmental Impact Statement	2012
• Final Environmental Impact Statement	2013
• Record of Decision	2013
• Phase I Construction Begins	Contingent on funding

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