

Legend

- Study Area Boundary
- Triangle Expressway

North Arrow

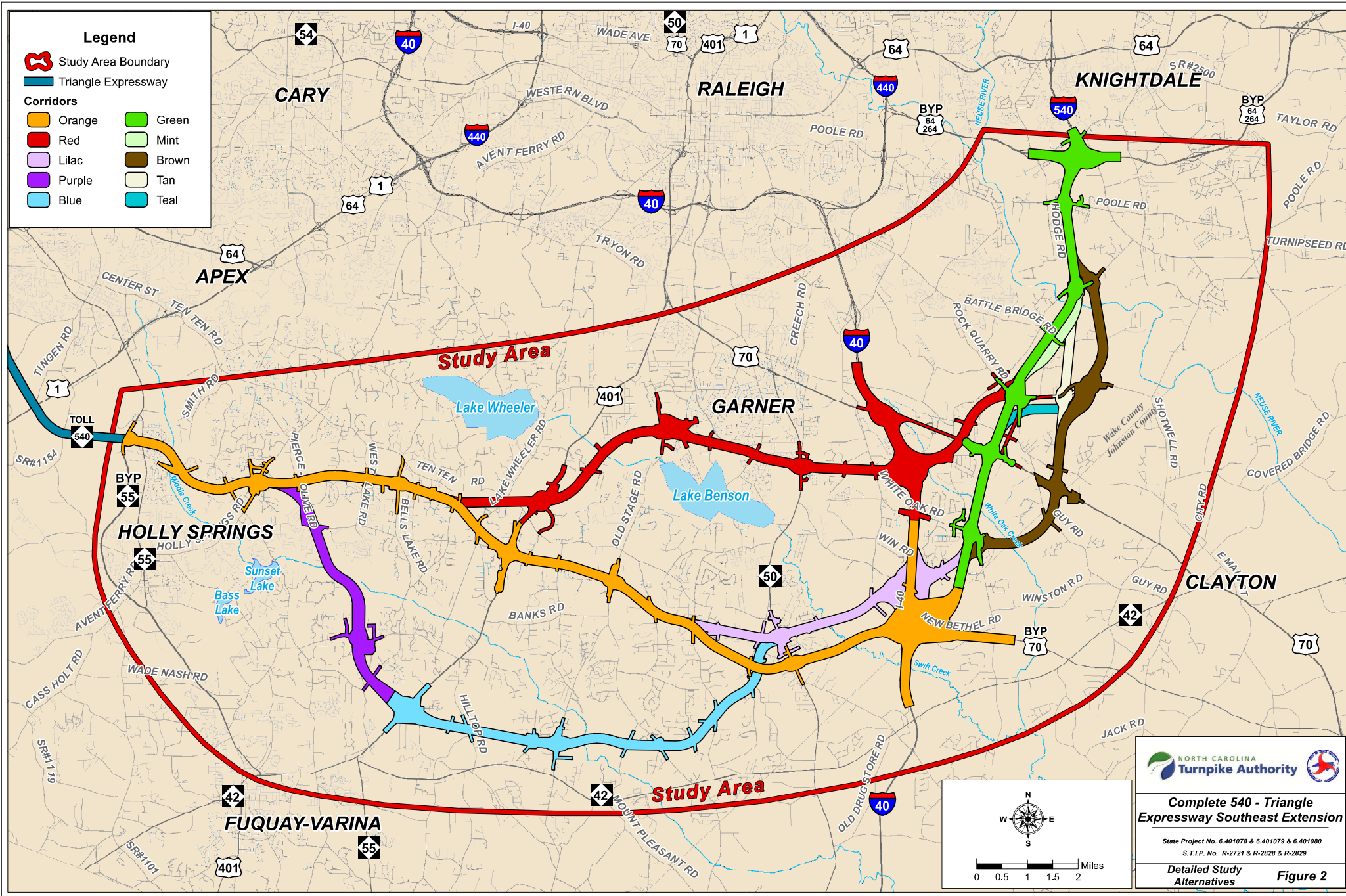
Scale: 0 0.5 1 1.5 2 Miles



Complete 540 - Triangle Expressway Southeast Extension

State Project No. 6.401078 & 6.401079 & 6.401080
 S.T.I.P. No. R-2721 & R-2828 & R-2829

Figure 1 Project Study Area



Legend

- Study Area Boundary
- Triangle Expressway

Corridors

Orange	Green
Red	Mint
Lilac	Brown
Purple	Tan
Blue	Teal

NORTH CAROLINA Turnpike Authority

Complete 540 - Triangle Expressway Southeast Extension

State Project No. 6.401078 & 6.401079 & 6.401080
S.T.I.P. No. R-2721 & R-2828 & R-2829

Detailed Study Alternatives **Figure 2**

0 0.5 1 1.5 2 Miles

Figure 3
Guide to Detailed Study Alternatives

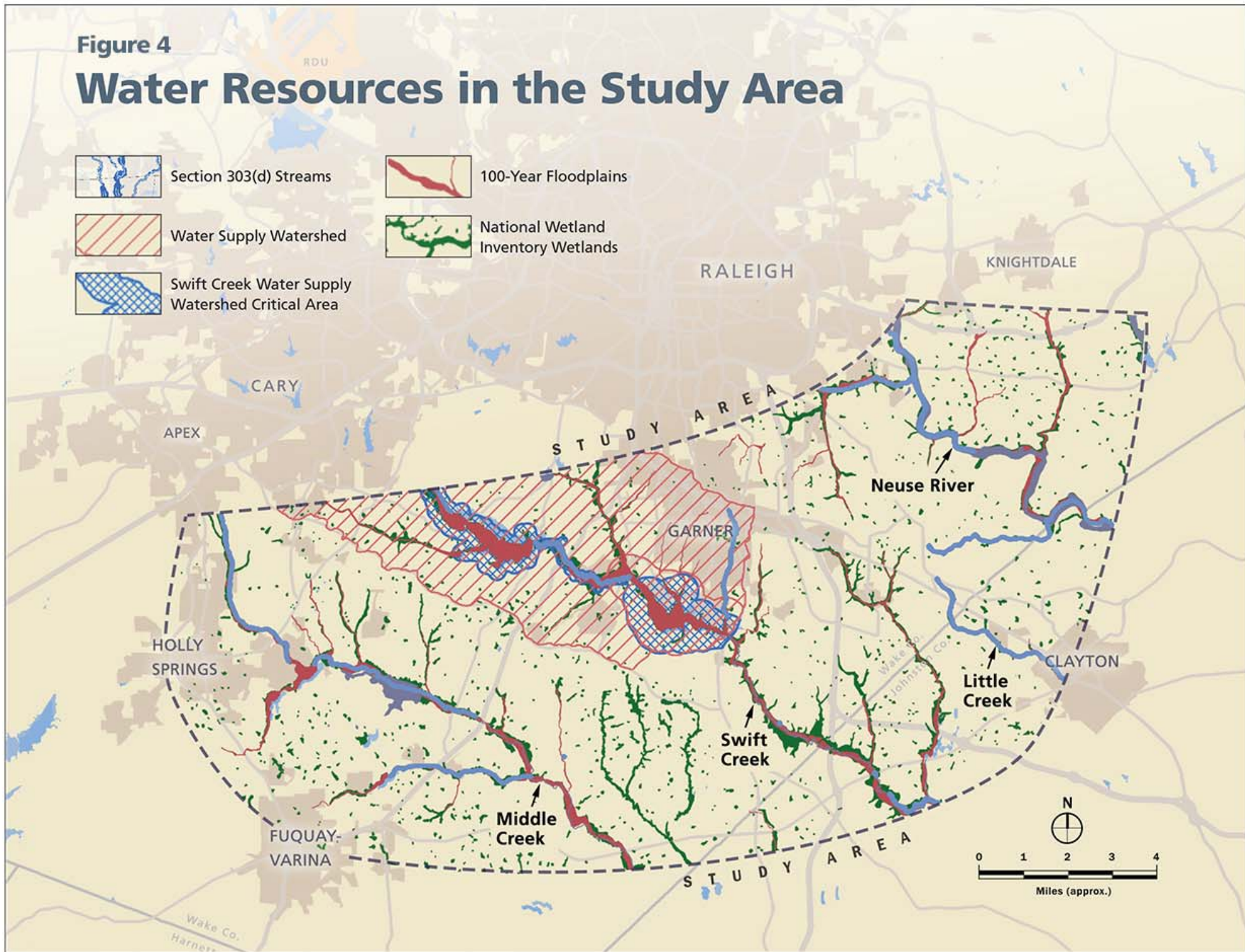
The color-coded alternative corridor segments under detailed study can be combined in various ways to form complete alternative routes connecting the two ends of the project – NC 55 in Apex and the US 64/US 264 Bypass in Knightdale. These combinations create seventeen possible alternative routes for a new location roadway for the Complete 540 project. The guide below illustrates these combinations:

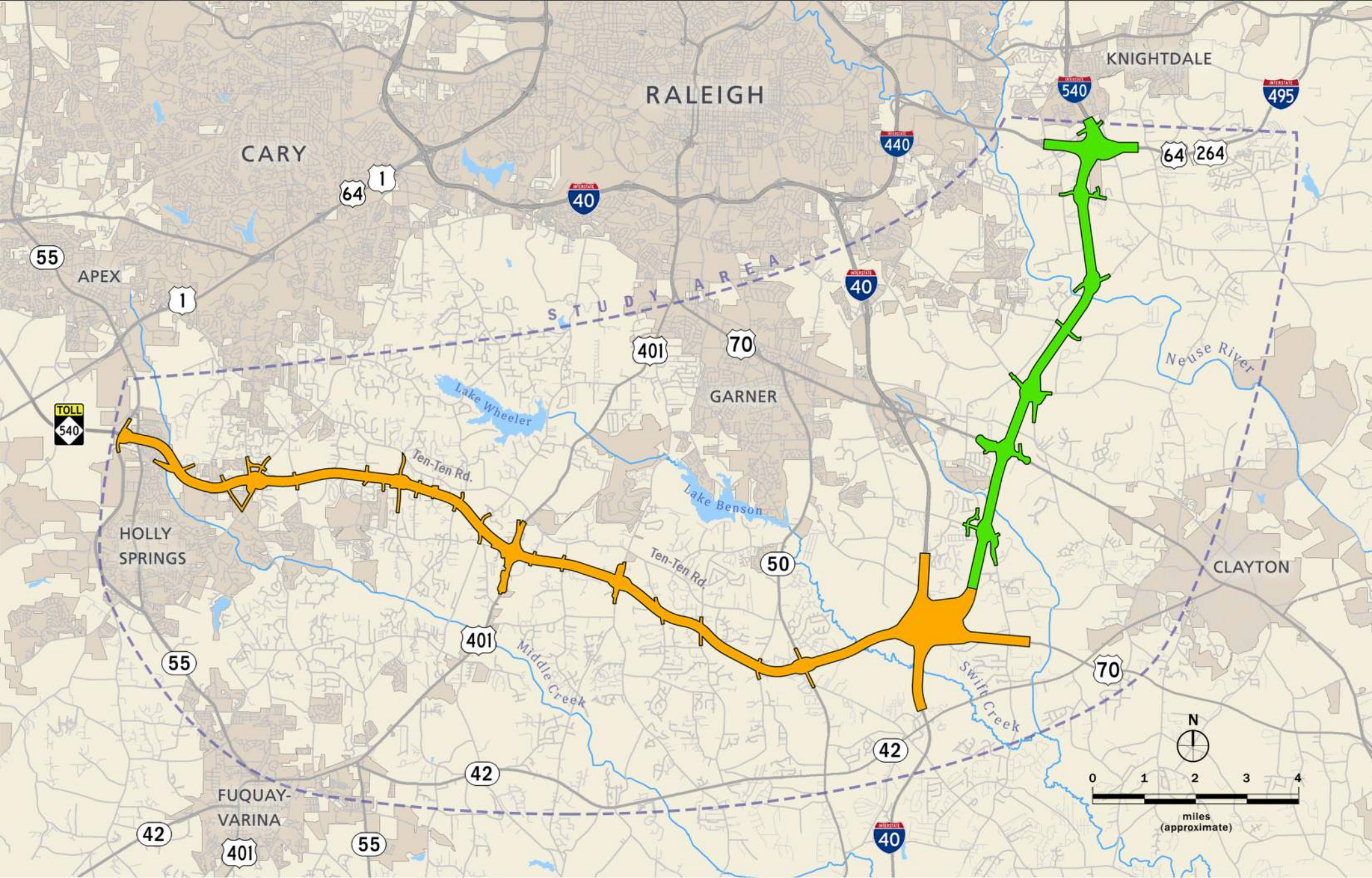
	<i>NC 55</i>	<i>US 401</i>	<i>I-40</i>	<i>US 64/264 Byp</i>			
Alternative 1	Orange		Green				
Alternative 2	Orange		Mint Green	Green			
Alternative 3	Orange		Brown	Tan	Green		
Alternative 4	Orange		Brown				
Alternative 5	Orange		Green	Teal	Brown	Green	
Alternative 6	Orange	Red		Green			
Alternative 7	Orange	Red		Mint Green	Green		
Alternative 8	Orange	Purple-Blue-Lilac		Green			
Alternative 9	Orange	Purple-Blue-Lilac		Mint Green	Green		
Alternative 10	Orange	Purple-Blue-Lilac		Brown	Tan	Green	
Alternative 11	Orange	Purple-Blue-Lilac		Brown			
Alternative 12	Orange	Purple-Blue-Lilac		Green	Teal	Brown	Green
Alternative 13	Orange		Lilac	Green			
Alternative 14	Orange		Lilac	Mint Green	Green		
Alternative 15	Orange		Lilac	Brown	Tan	Green	
Alternative 16	Orange		Lilac	Brown			
Alternative 17	Orange		Lilac	Green	Teal	Brown	Green

Figure 4

Water Resources in the Study Area

-  Section 303(d) Streams
-  100-Year Floodplains
-  Water Supply Watershed
-  National Wetland Inventory Wetlands
-  Swift Creek Water Supply Watershed Critical Area



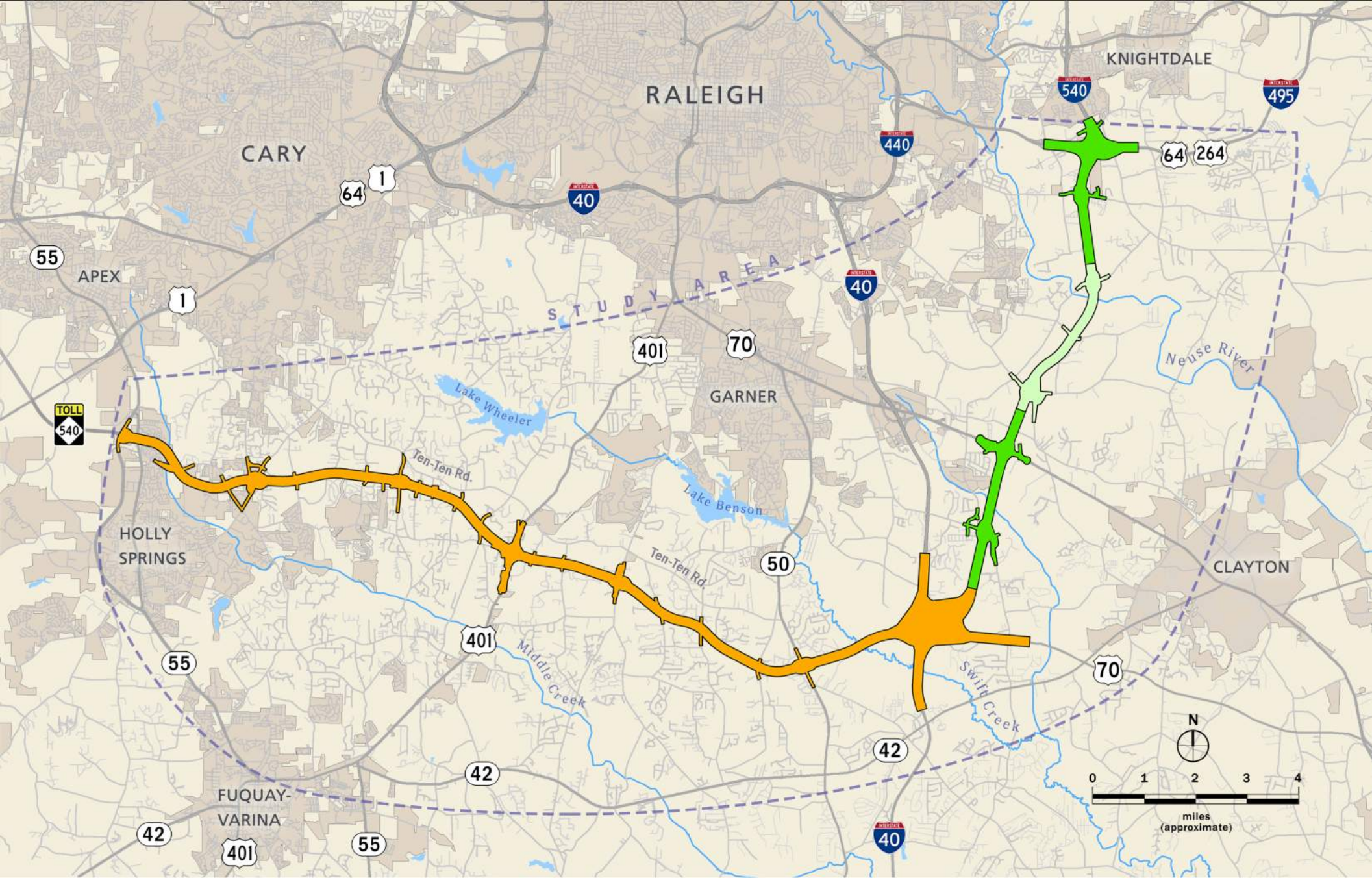


Detailed Study Alternative No. 1

This DSA uses these corridor segments:

- Orange
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicates where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

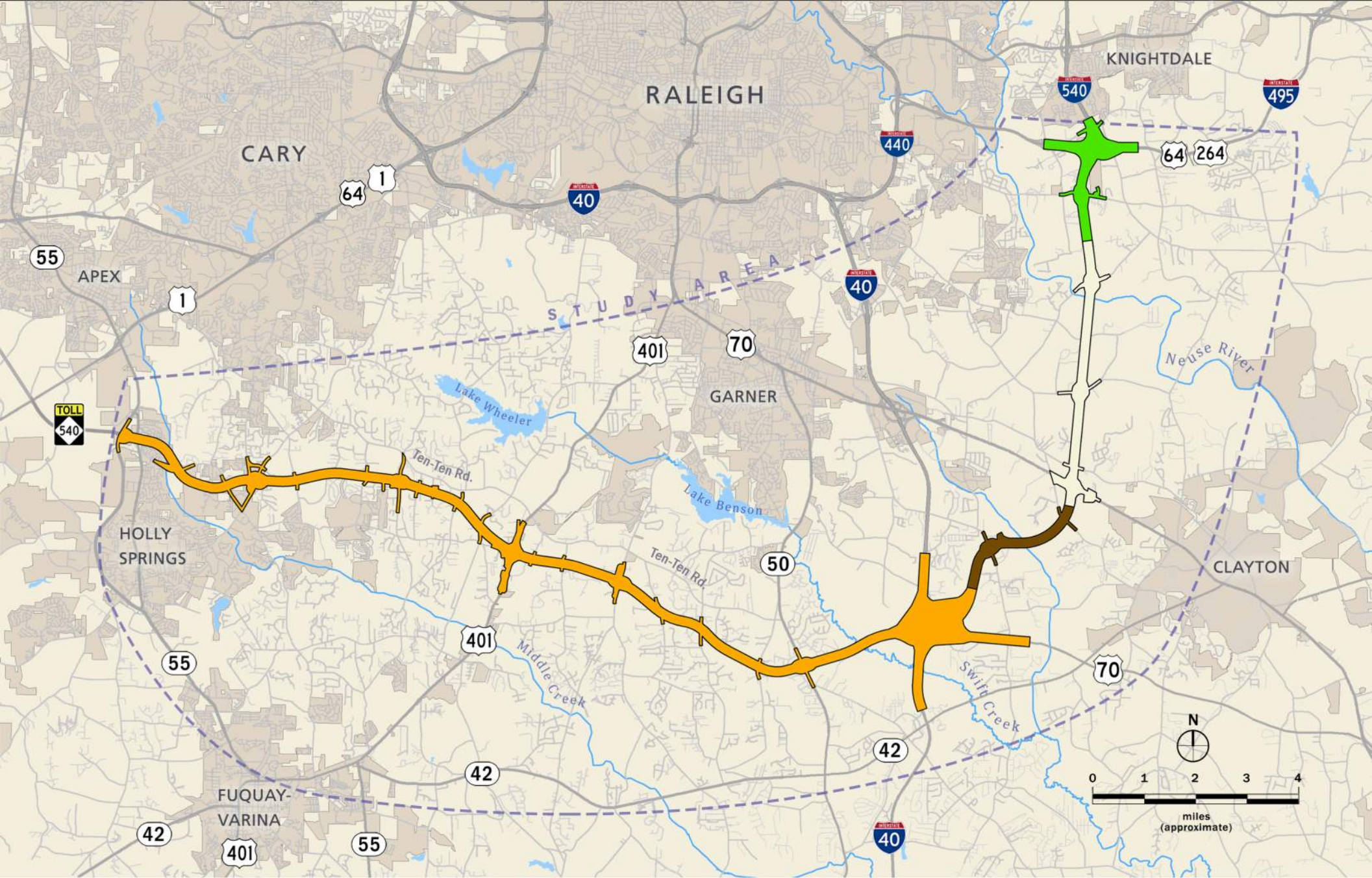


Detailed Study Alternative No. 2

This DSA uses these corridor segments:

- Orange
- Green
- Mint

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicates where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

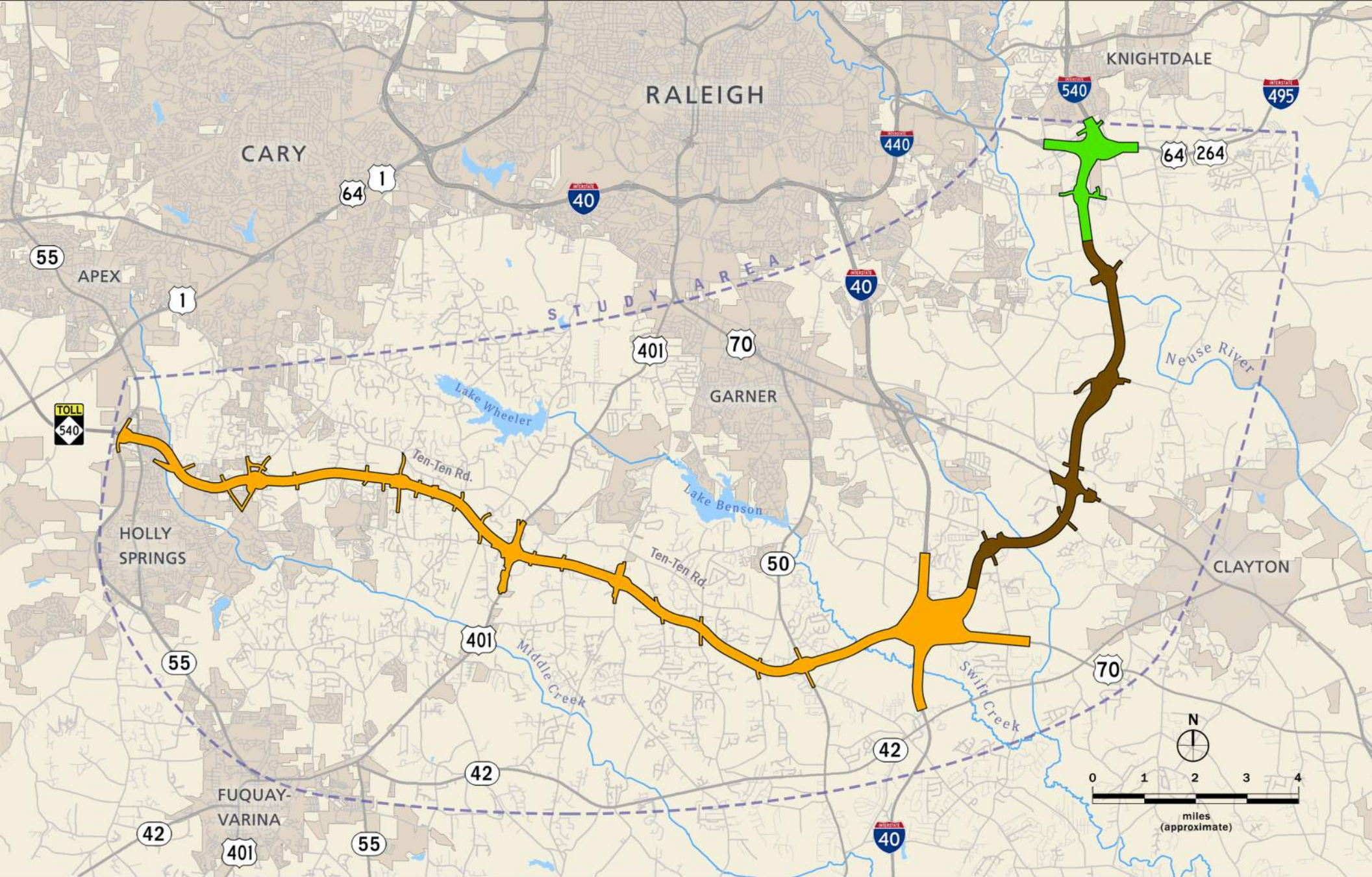


Detailed Study Alternative No. 3

This DSA uses these corridor segments:

- Orange
- Brown
- Tan
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicates where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

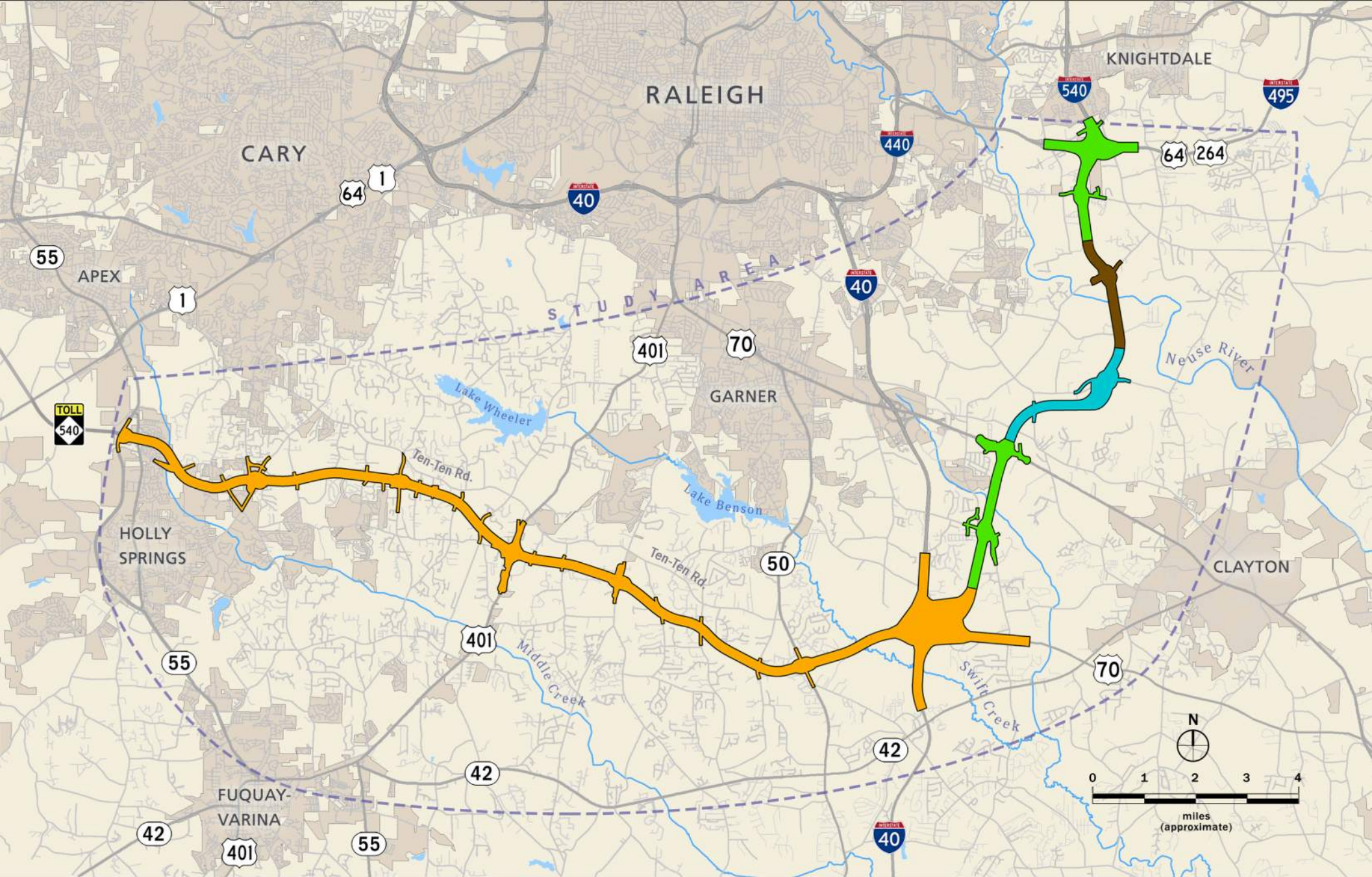


Detailed Study Alternative No. 4

This DSA uses these corridor segments:

- Orange
- Brown
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

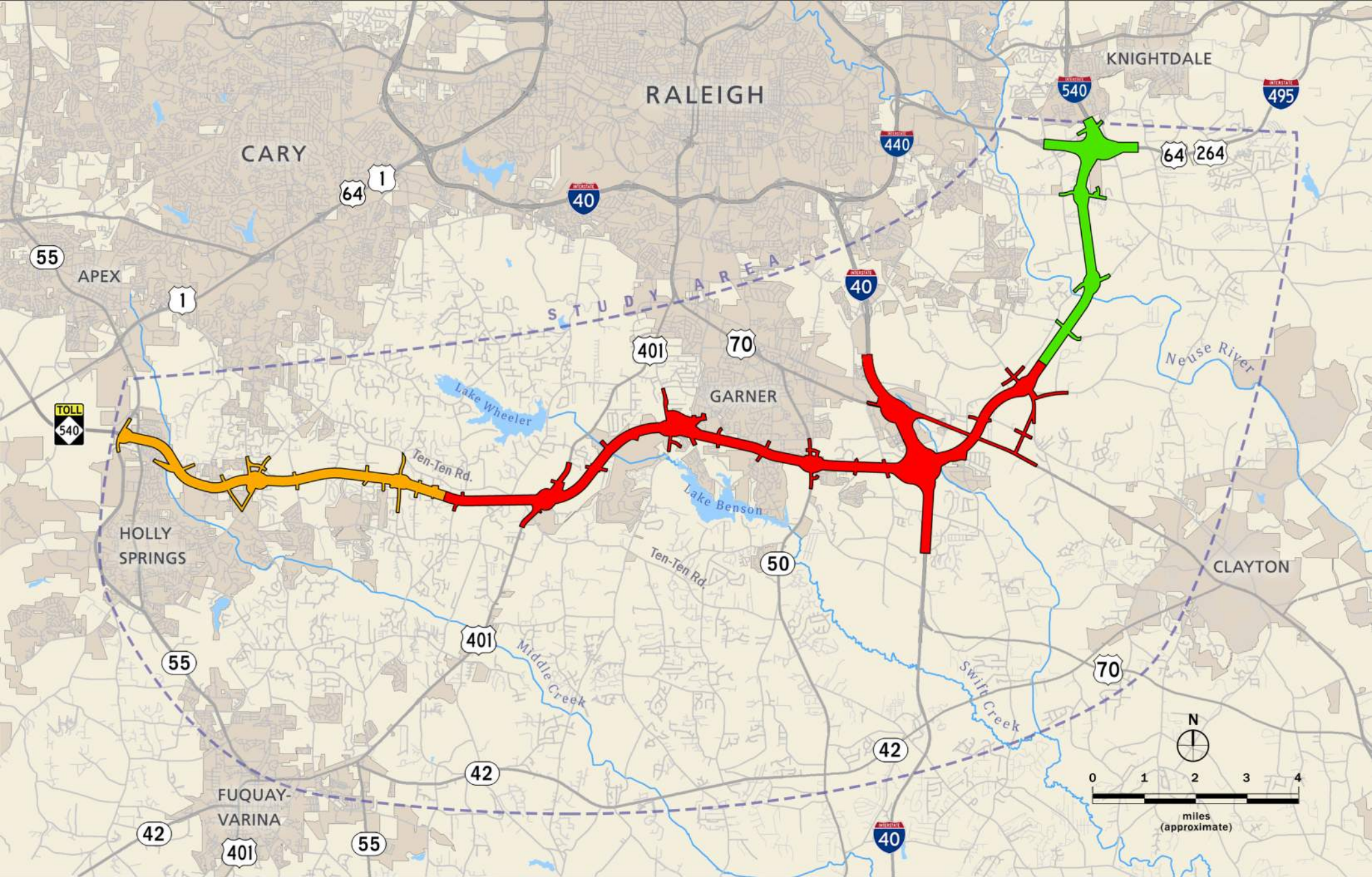


Detailed Study Alternative No. 5

This DSA uses these corridor segments:

- Orange
- Green
- Teal
- Brown

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

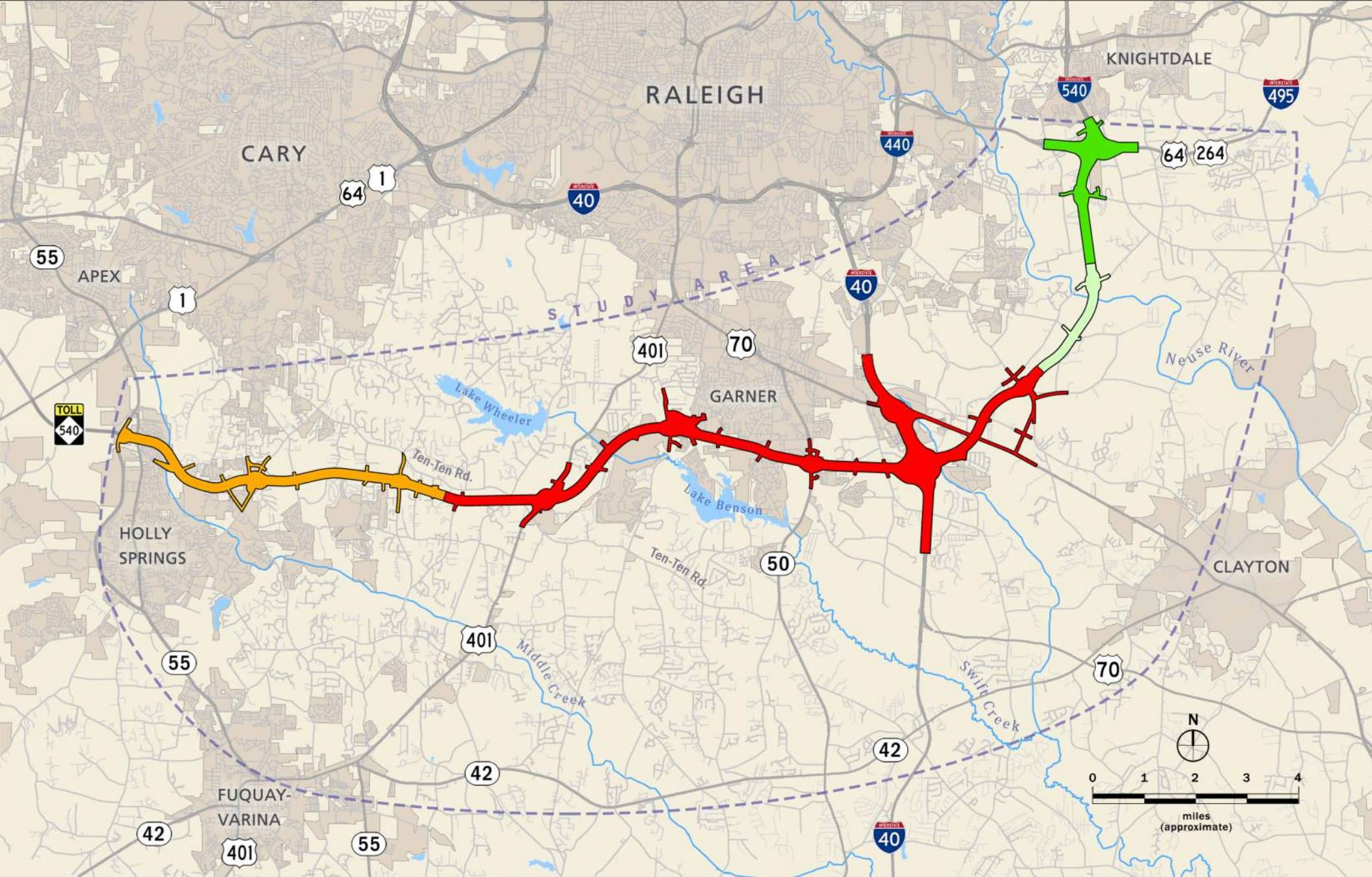


Detailed Study Alternative No. 6

This DSA uses these corridor segments:

- Orange
- Red
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

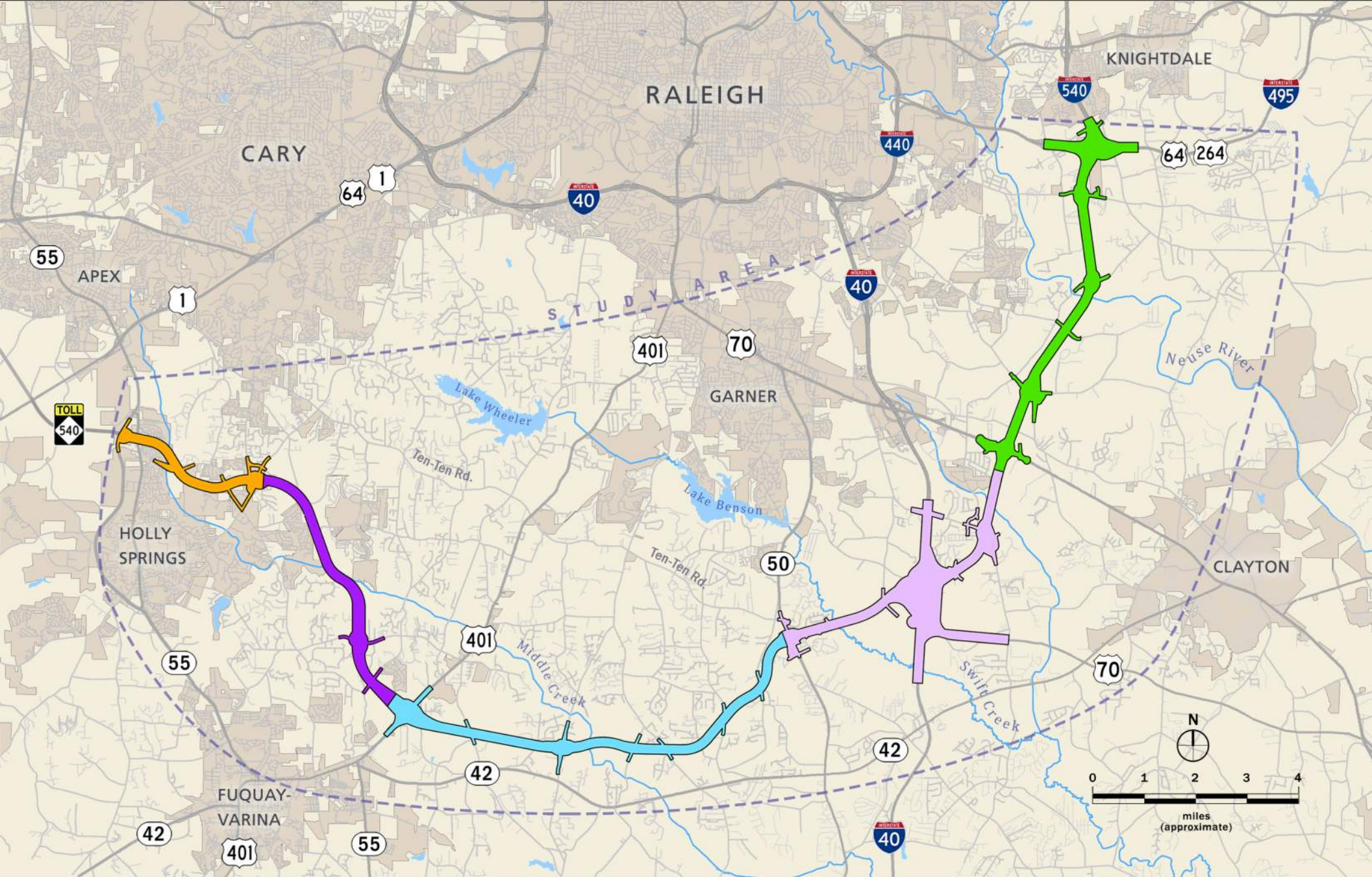


Detailed Study Alternative No. 7

This DSA uses these corridor segments:

- Orange
- Red
- Mint
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

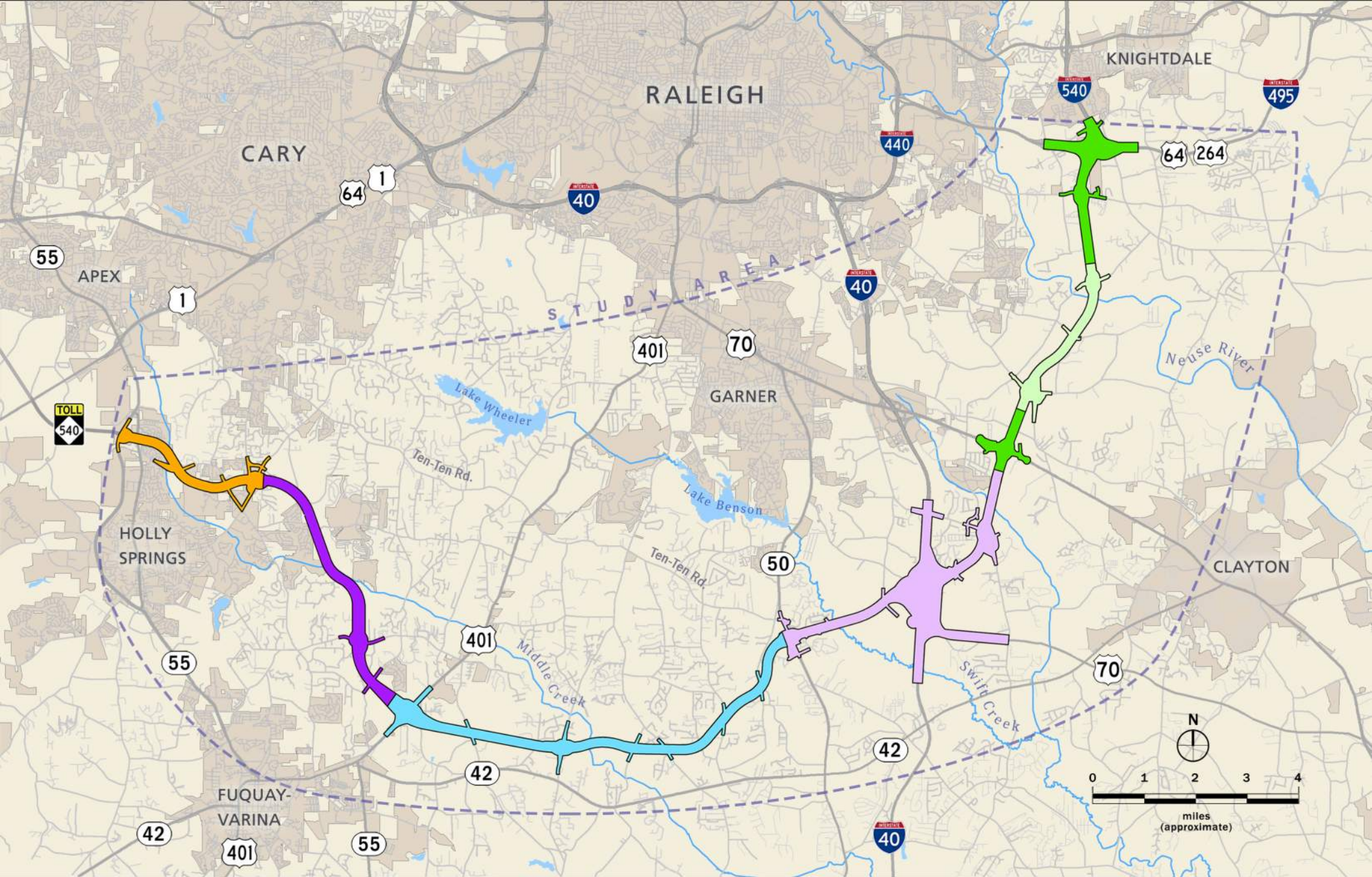


Detailed Study Alternative No. 8

This DSA uses these corridor segments:

- Orange
- Purple
- Blue
- Lilac
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

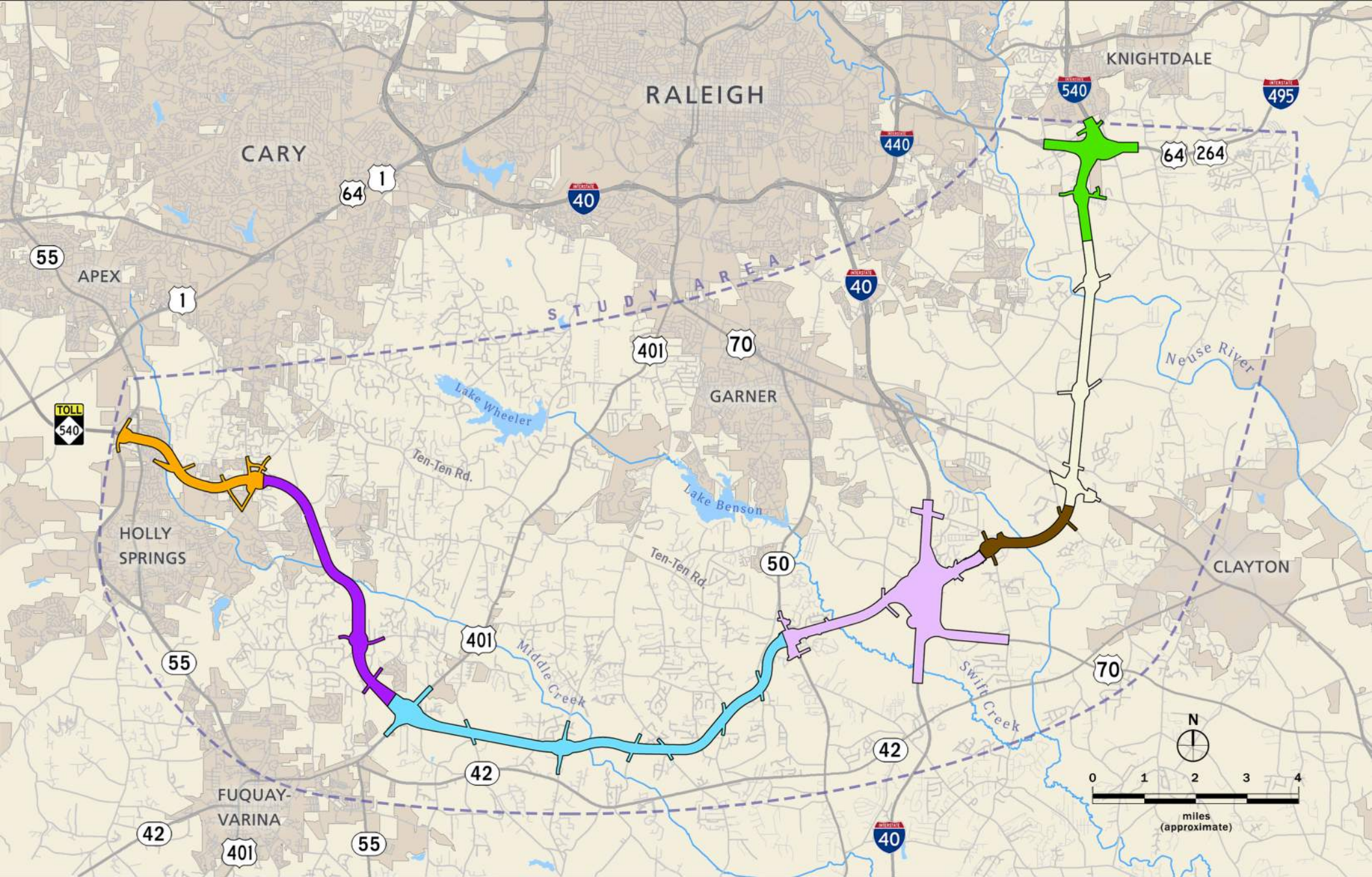


Detailed Study Alternative No. 9

This DSA uses these corridor segments:

- Orange
- Purple
- Blue
- Lilac
- Green
- Mint

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

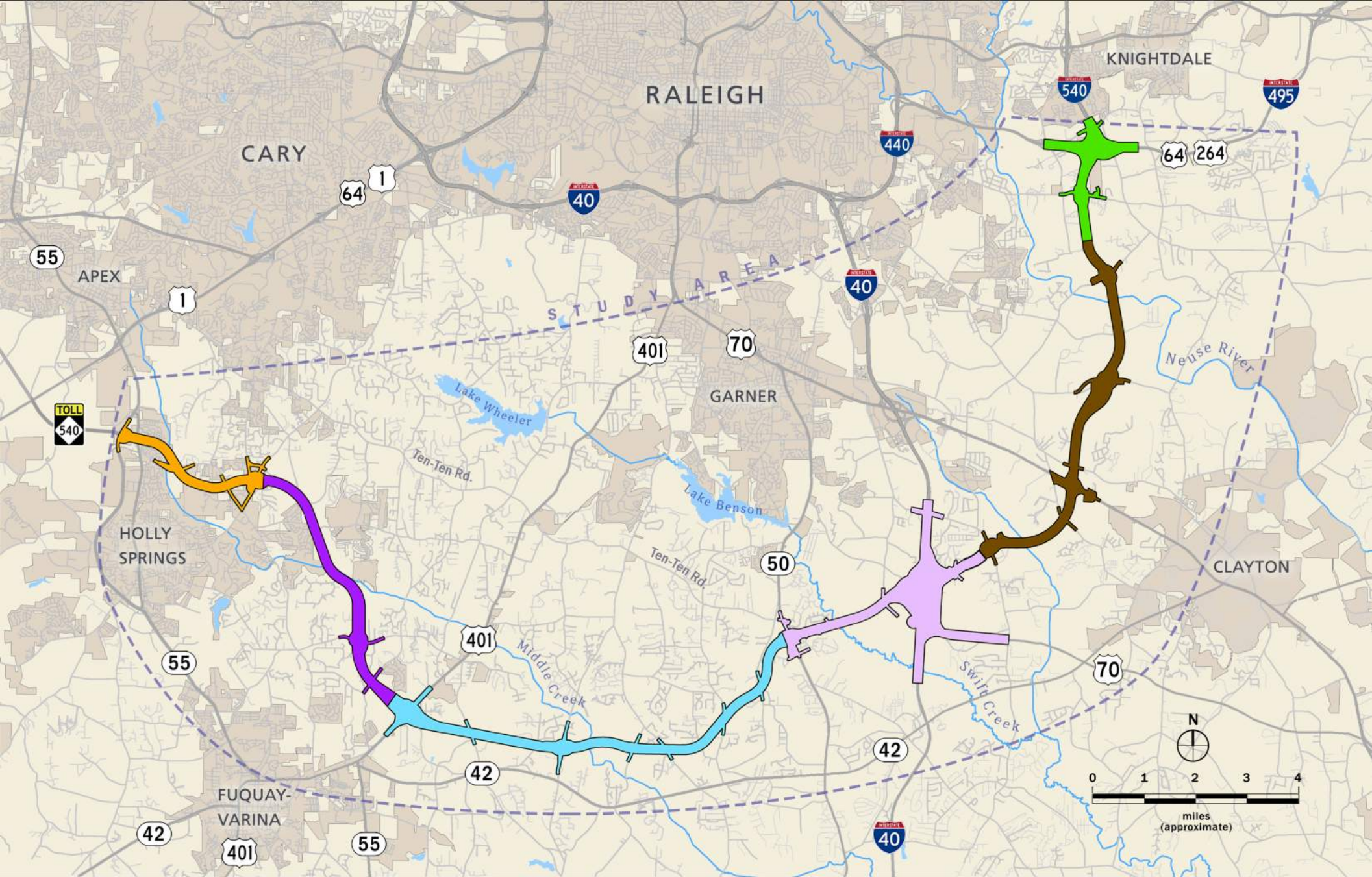


Detailed Study Alternative No. 10

This DSA uses these corridor segments:

- Orange
- Purple
- Blue
- Lilac
- Brown
- Tan
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

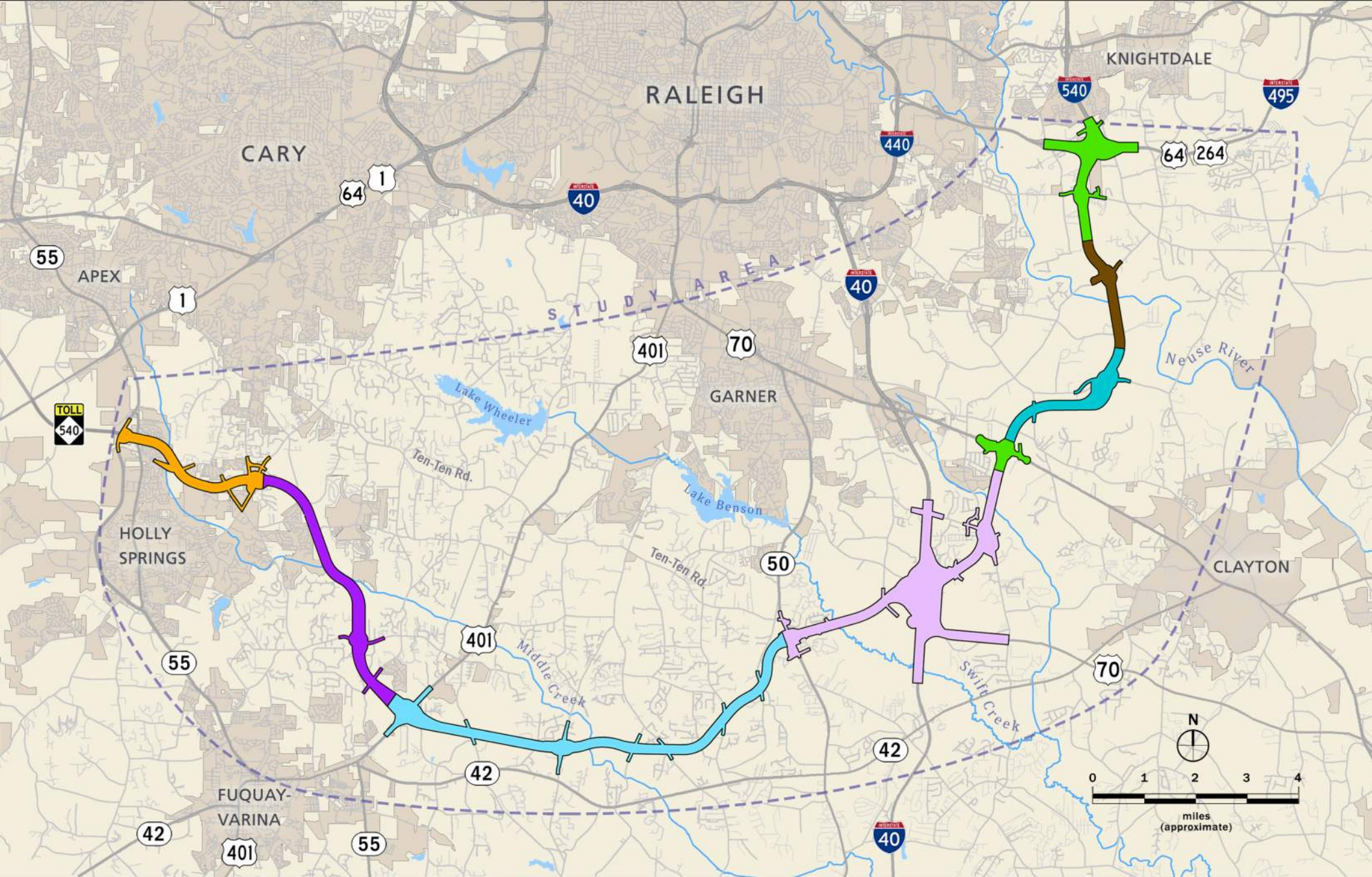


Detailed Study Alternative No. 11

This DSA uses these corridor segments:

- Orange
- Purple
- Blue
- Lilac
- Brown
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

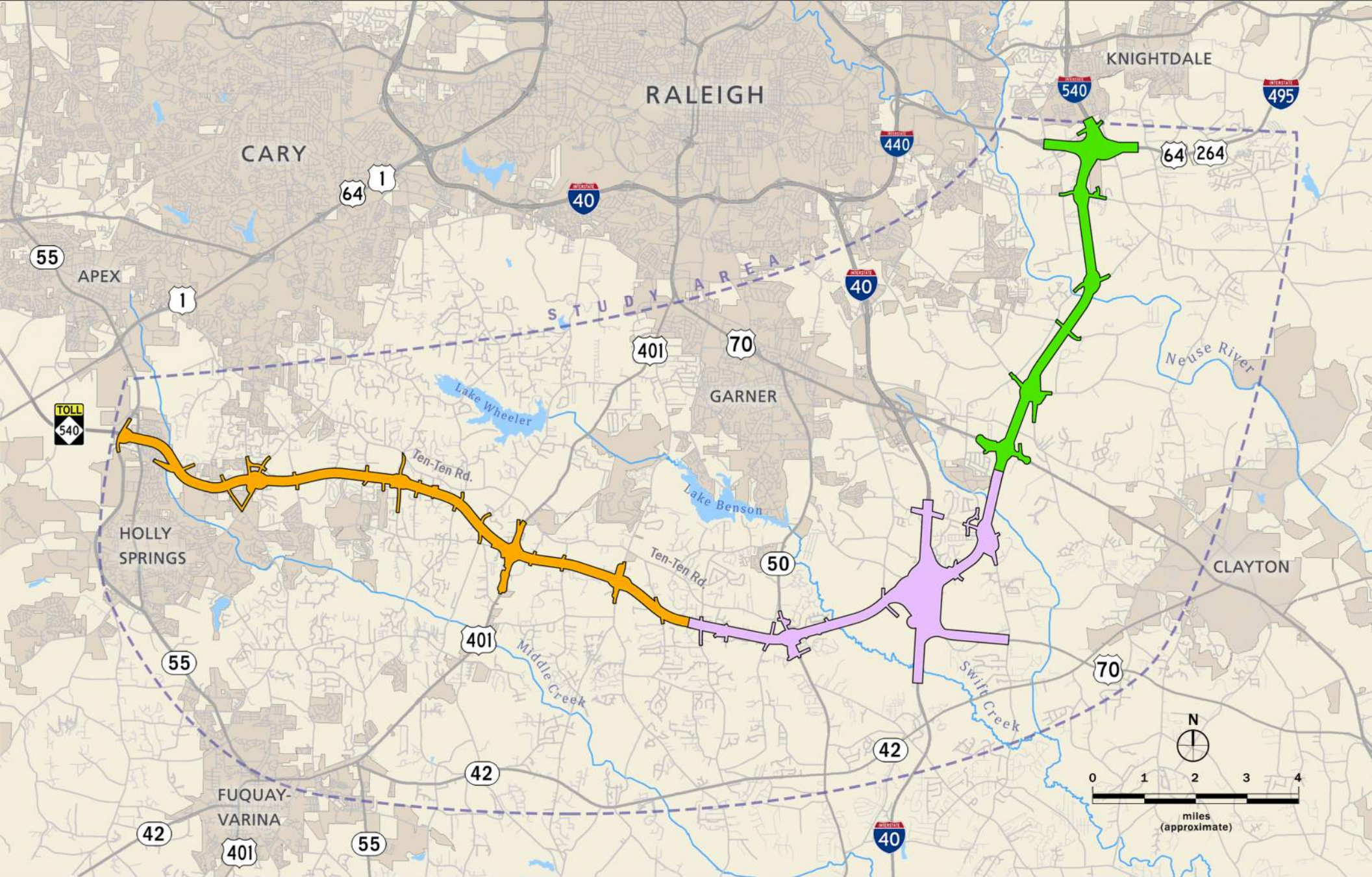


Detailed Study Alternative No. 12

This DSA uses these corridor segments:

- Orange
- Purple
- Blue
- Lilac
- Green
- Teal
- Brown

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

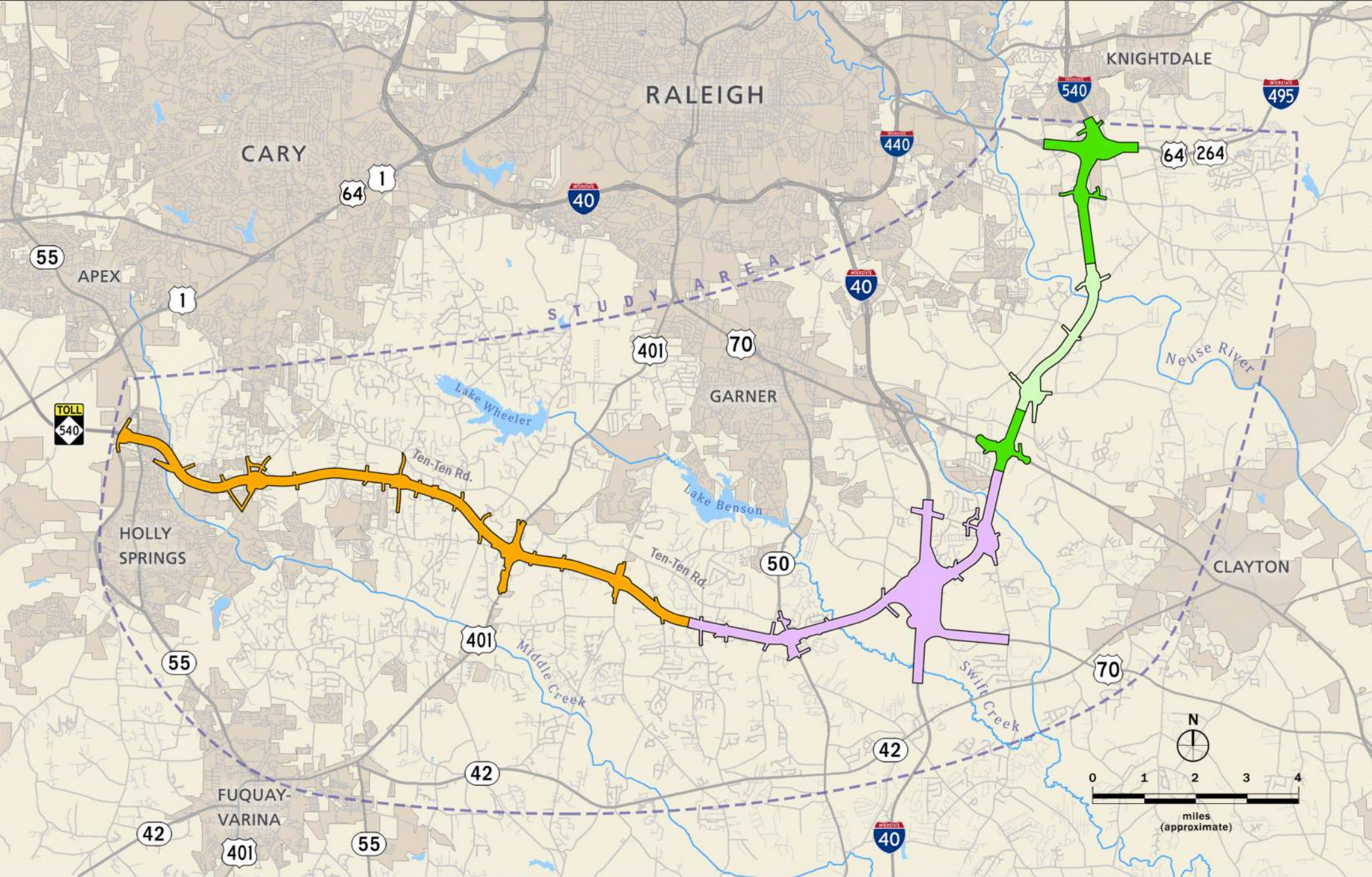


Detailed Study Alternative No. 13

This DSA uses these corridor segments:

- Orange
- Lilac
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

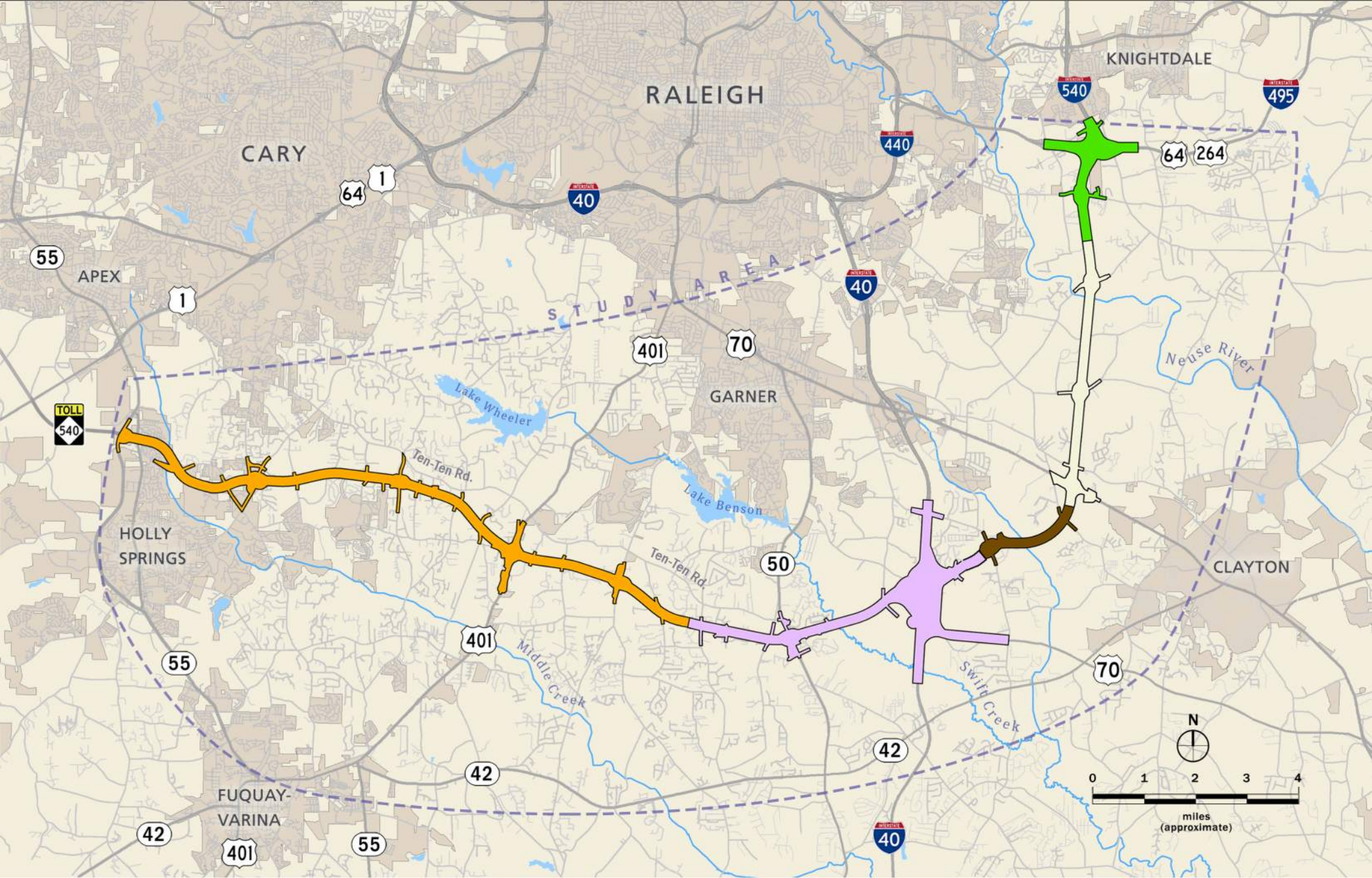


Detailed Study Alternative No. 14

This DSA uses these corridor segments:

- Orange
- Lilac
- Green
- Mint

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicates where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

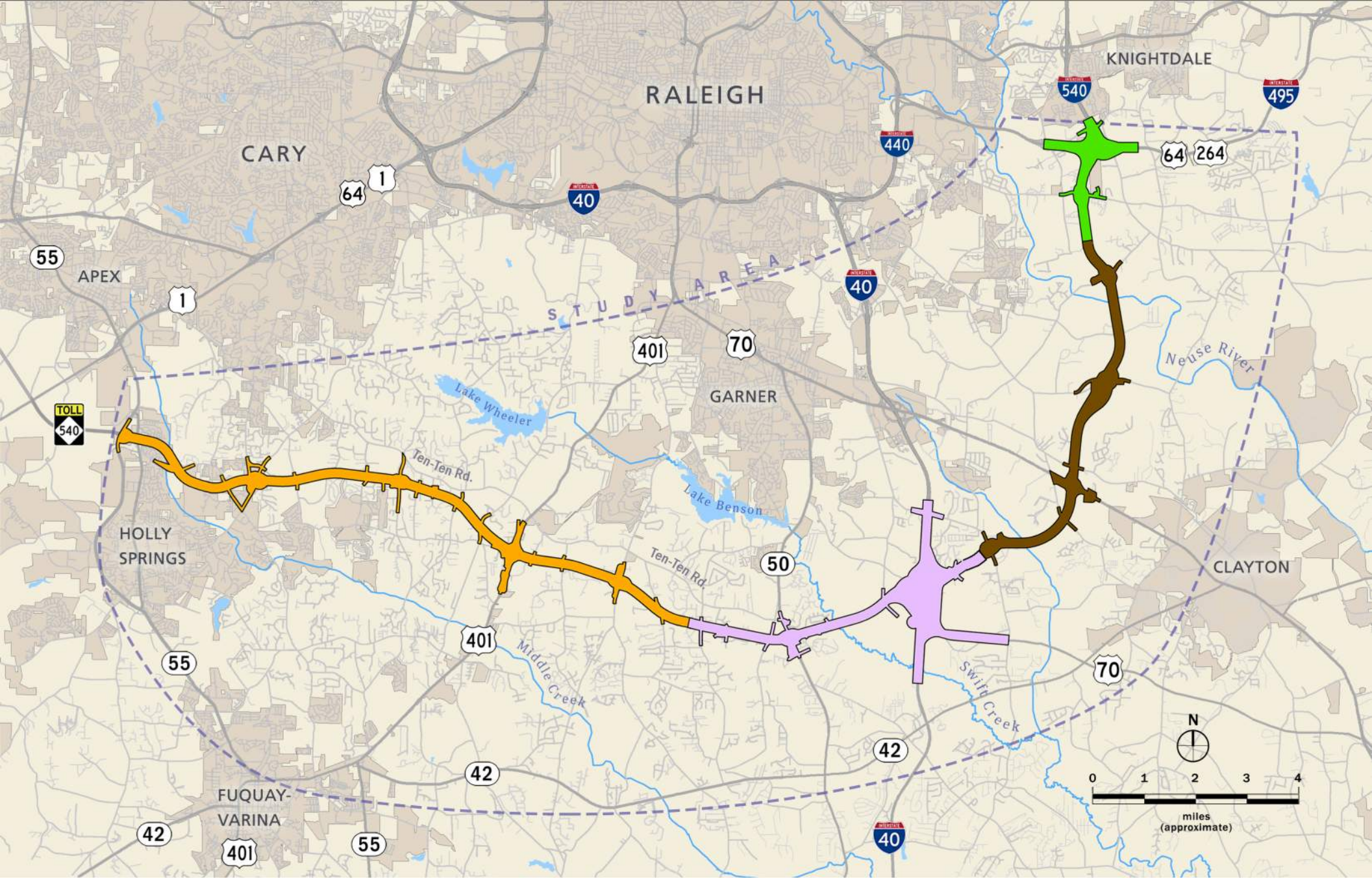


Detailed Study Alternative No. 15

This DSA uses these corridor segments:

- Orange
- Lilac
- Brown
- Tan
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.

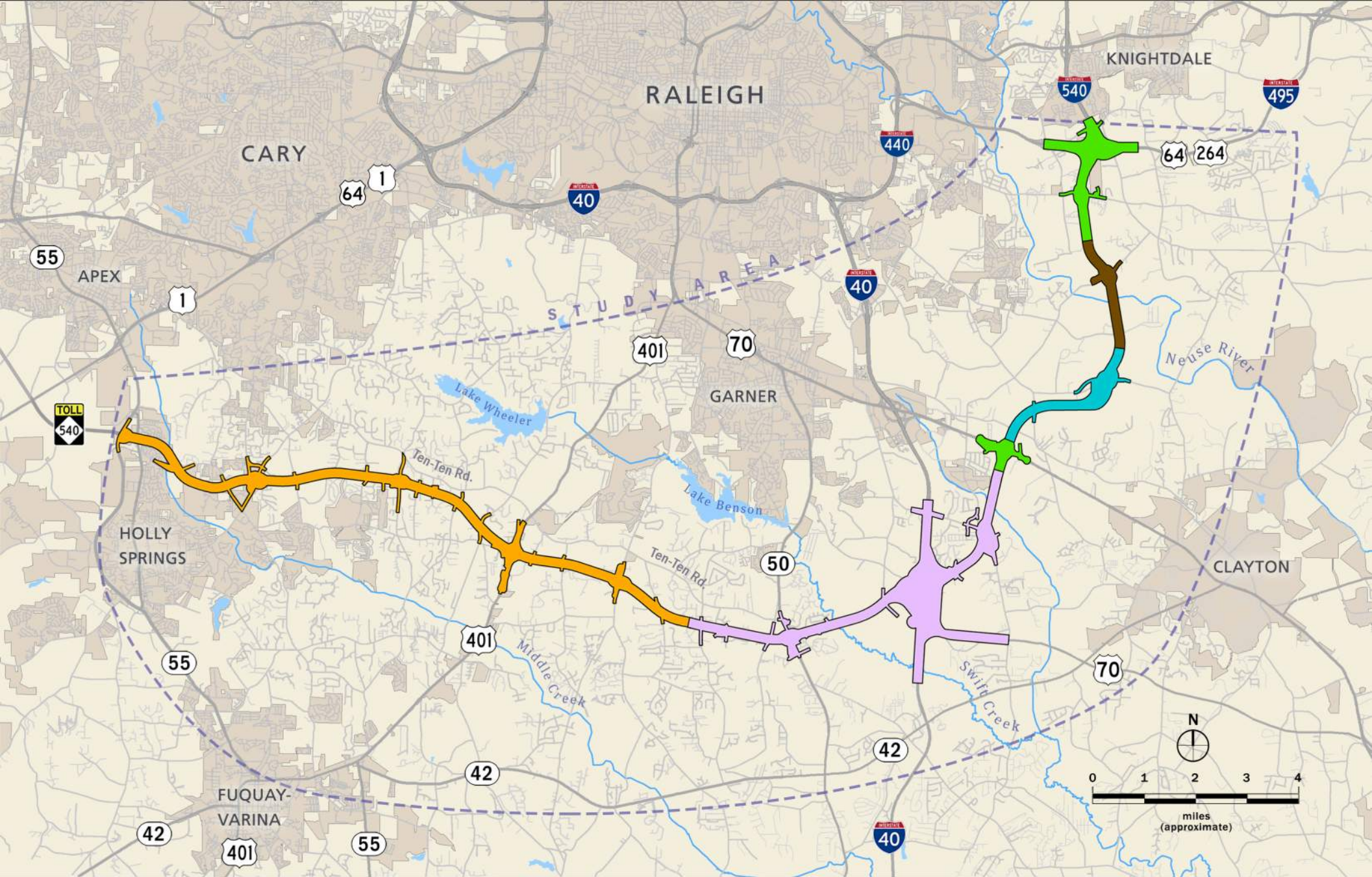


Detailed Study Alternative No. 16

This DSA uses these corridor segments:

- Orange
- Lilac
- Brown
- Green

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicates where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.



Detailed Study Alternative No. 17

This DSA uses these corridor segments:

- Orange
- Lilac
- Green
- Teal
- Brown

For illustration purposes, the scale of the DSA shown here 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 likely be substantially less than the corridor width (approximately one-third of the corridor width). The small corridor stubs or spurs along the DSA indicate where cross street modifications may be required to have local roads cross either over or under the new highway, or at potential interchange locations.