

US 64 Corridor Study Recommendations based on Community Input

Revised December 14, 2009



Intersection	Short-term Plan		Long-term Plan	
	Initial Recommendation	Final Draft Recommendation	Initial Recommendation	Final Draft Recommendation
US 1	No change from existing – Town of Cary is implementing signal improvements.	No change from existing – Town of Cary is implementing signal improvements.	Separation of through and local traffic with high-speed flyovers for through vehicles.	6 lane superstreet with additional lanes on ramps to/from US 1 as needed.
Edinburgh	Superstreet with direct left turns (no westbound u-turn due to proximity to US 1 interchange ramps). Town of Cary is also constructing additional eastbound lane through intersection.	Superstreet with direct left turns (no westbound u-turn due to proximity to US 1 interchange ramps). Town of Cary is also constructing additional eastbound lane through intersection.	Separation of through and local traffic through parallel service roads. US 64 bridges over Edinburgh.	6 lane superstreet with direct left turns (no westbound u-turn due to proximity to US 1 interchange ramps).
Gregson	Superstreet with direct left turns.	Superstreet with direct left turns.	Separation of through and local traffic through parallel service roads. Gregson connects to eastbound service road with right-in/right-out.	6 lane superstreet with direct left turns.
Chalon/Mackenan	Superstreet with direct left turns.	Superstreet with direct left turns. Eastbound u-turn provided at Autopark Blvd intersection.	Separation of through and local traffic through parallel service roads. US 64 bridges over Chalon/Mackenan.	6 lane superstreet with direct left turns. Eastbound u-turn provided at Autopark Blvd intersection.
Autopark	Left-in/right-in/right-out.	Left-in/right-in/right-out.	Separation of through and local traffic through parallel service roads. Autopark connects to eastbound service road with right-in/right-out.	6 lane superstreet with left-in/right-in/right-out.

Note: Highlighted cell indicates change from initial recommendation based on community input.

Intersection	Short-term Plan		Long-term Plan	
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Lake Pine	Superstreet with direct left turns. Shepherds Vineyard becomes right-in/right-out. Signalized pedestrian crossing at west u-turn.	Median u-turn crossover (Michigan Left). Shepherds Vineyard becomes right-in/right-out. Signalized pedestrian crossing at west u-turn.	Square loop interchange using Shepherds Vineyard to access US 64. Lake Pine bridges over US 64.	Tight interchange (modern roundabout design preferred). Lake Pine bridges over US 64. Connections to Shepherds Vineyard will be evaluated during interchange design.
Knollwood	Left-in/right-in/right-out.	Left-in/right-in/right-out.	Access closed.	Right-in/right-out subject to interchange design at Laura Duncan.
Laura Duncan	Superstreet with direct left turns.	Tight interchange (modern roundabout design preferred). Laura Duncan bridges over US 64. If interim improvements are needed due to development, median u-turn crossover (Michigan Left) is recommended.	Compact interchange. US 64 bridges over Laura Duncan.	Tight interchange (modern roundabout design preferred). Laura Duncan bridges over US 64.
Villages of Apex	No change from existing.	No change from existing.	Access closed.	No change from existing subject to interchange design at Laura Duncan.
Davis Drive	No change from existing.	No change from existing.	Improvements to intersections on Davis Drive with US 64 ramps.	Improvements to intersections on Davis Drive with US 64 ramps.
Fern Valley	No change from existing.	No change from existing.	Access closed and provided by connection by new connection to NC 55 at Vision Drive.	Right-in/right-out via connection with westbound collector-distributor. Additional access provided by new Sandy Hills Court connection to Old Jenks Road.

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NC 55	No change from existing.	No change from existing.	Bridge over US 64 reconstructed, widened and lengthened to accommodate additional lanes on NC 55 and US 64. Connections to/from westbound US 64 made via collector-distributor.	Bridge over US 64 reconstructed, widened and lengthened to accommodate additional lanes on NC 55 and US 64. Connections to/from westbound US 64 made via collector-distributor.
Green Level Church	Right-in/right-out per NC 540 project.	Right-in/right-out per NC 540 project.	Right-in/right-out with connection made via westbound collector-distributor.	Right-in/right-out with connection made via westbound collector-distributor.
NC 540	Tight cloverleaf interchange.	Tight cloverleaf interchange.	Tight cloverleaf interchange with connections to US 64 made via collector-distributor (both eastbound and westbound directions).	Tight cloverleaf interchange with connections to US 64 made via collector-distributor (both eastbound and westbound directions).
Kelly	Square loop interchange per NC 540 project.	Square loop interchange per NC 540 project.	Square loop interchange. Connections to US 64 via collector-distributor (both eastbound and westbound directions).	Square loop interchange. Connections to US 64 via collector-distributor (both eastbound and westbound directions).
Kelly Ridge	Left-in/right-in/right-out.	Left-in/right-in/right-out.	Right-in/right-out with connection made via eastbound collector-distributor.	Right-in/right-out with connection made via eastbound collector-distributor.
Jenks	Superstreet with direct left turns.	Superstreet with direct left turns.	Partial cloverleaf interchange with loop in southwest quadrant. Jenks bridges over US 64.	Partial cloverleaf interchange with loop in southwest quadrant. Jenks bridges over US 64.
NC 751	Superstreet with direct left turns.	Superstreet with direct left turns.	Large rural interchange. NC 751 bridges over US 64.	Compact interchange. US 64 bridges over NC 751.
Farrington/Beaver Creek	Superstreet with direct left turns.	Superstreet with direct left turns.	Compact interchange. US 64 bridges over Farrington/Beaver Creek.	Compact interchange. US 64 bridges over Farrington/Beaver Creek.

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Big Woods/Seaforth	Superstreet with direct left turns.	Superstreet with direct left turns.	Partial cloverleaf interchange with ramps and loops on west side of Big Woods/Seaforth. Big Woods/Seaforth bridges over US 64.	Partial cloverleaf interchange with ramps and loops on west side of Big Woods/Seaforth. Big Woods/Seaforth bridges over US 64.
Mt. Gilead Church/Pea Ridge	Superstreet with direct left turns.	Superstreet with direct left turns.	Compact interchange. Mt. Gilead Church/Pea Ridge bridges over US 64.	Compact interchange. Mt. Gilead Church/Pea Ridge bridges over US 64.
Firefox Trace	Superstreet with direct left turns.	Superstreet with direct left turns.	Access closed. Access provided by new connection to Hanks Chapel Road and US 64 Business.	Access closed. Access provided by new connection to Hanks Chapel Road and US 64 Business.

Other New Recommendations

- Recommend NCDOT pursue signing US 64 Bypass along NC 540
- Conduct speed study (for the purpose of setting the appropriate speed limit) along US 64 from Kelly Ridge Road to US 1 before NC 540 opens and after NC 540 opens
- Landscaping in the median and fencing along US 64 to encourage students to use the crosswalk at Laura Duncan Road intersection
- Make any improvements as aesthetically pleasing as possible (keep the green/ boulevard feel along the corridor)
- Recommend the Town of Cary and CAMPO study extending MacKenan Drive to Regency Parkway over US 1 via a grade separation
- Review speed limit between Laura Duncan Road and US 1 when the superstreet is implemented
- Recommend the Towns of Cary and Apex consider a no compression braking ordinance

- Laura Duncan Road tight interchange is the first priority
- Lake Pine Drive short-term is the second priority
- Take a measured approach and continue to monitor safety and congestion along the corridor following implementation of NC 540, Laura Duncan Road, and Lake Pine Drive improvements. Implement other publicly funded improvements as needed
- Note: Improvements may not be constructed in priority order due to new development, cost, and funding source

Considered but Not Recommended *(Rationale will be discussed at Stakeholders' Follow-up Meeting on December 16, 2009)*

- New interchange along US 1 between US 64 and Ten Ten Road for additional access to MacGregor office park
- Pedestrian bridge over US 64 at Laura Duncan Road
- No improvements at Edinburgh Drive, Gregson Drive, and Chalon Drive/Mackenan Drive
- Traditional widening to six lanes between US 1 and Lake Pine Drive