

US 64 Corridor Study Workshop No. 1

The main purposes of tonight's workshop are to:

- Inform the community about the US 64 Corridor Study,
- Present the long-term alternatives, and
- Gather community feedback and input about what has been done so far in order to guide the selection of a preferred long-term alternative.

There are seven different stations at the workshop where different information will be presented. Please try to visit each station:

- Station 1: Workshop Sign-In – Let us know that you attended the workshop, pick-up information about the study and sign up for the study mailing list.

- Station 2: Existing Conditions Maps – Review the current conditions along US 64 and use the yellow dots provided to show us where you live or work (so that we know we are communicating with people across the entire corridor).
- Station 3: Introduction – Watch a presentation that provides an overview of the US 64 Corridor Study and presents the format and purposes of tonight's workshop.
- Station 4: Strategic Highway Corridors – Learn about the NCDOT initiative to provide a network of high-speed, safe, reliable highways throughout North Carolina.
- Station 5: Long-term Alternative Maps – Review the strategies being considered to transition US 64 to a freeway and expressway within the study

area, use the green and red dots provided to indicate different aspects of the strategies that you like or dislike, and ask questions of study representatives.

- Station 6: Citizen Comments – provide us with your written feedback.
- Station 7: Kids' Corner – a place for your kids to be entertained while you learn about the project.

The comment forms available at Station 6 can be left in the comment box at the station or mailed or faxed to Peter Trencansky with URS. Mr. Trencansky's contact information is printed on the forms and is also listed in the "Get Involved" section below.

Thank you for attending the workshop this evening, your input is greatly appreciated.



Workshop No. 1 Handout,
May 19, 2008 in Apex,
May 20, 2008 in Pittsboro

US 64 Corridor Study

Study Purpose and Limits

The North Carolina Department of Transportation (NCDOT) is leading a study of a 19-mile section of US 64 between the US 1/US 64 interchange in Cary to the US 64/US 64 Business split on the east side of Pittsboro (Exit 385) (see map in inside panel). This effort is being conducted in partnership with the Capital Area Metropolitan Planning Organization (CAMPO); towns of Cary, Apex and Pittsboro; and Wake and Chatham counties.

The study will result in an operations and design plan that identifies a series of long-term transportation and land development strategies to transition this section of the US 64 Corridor from its current condition to a freeway and expressway. These strategies will be implemented over an extended period of time and will be developed with public input; continuous consultation of the Corridor Development Team, which includes representatives of local governments; an analysis of traffic along US 64; and consideration of land use in the surrounding area.

What are "Long-Term Alternatives"?

"Long-term alternatives" include a combination of strategies aimed at improving the movement of vehicles on US 64 within the study area. These strategies will be implemented over an extended period of time and could include the following:

- Replacing signalized intersections with interchanges,
- Increasing the space between interchanges and intersections,
- Closing access points (such as driveways or entrances), and
- Using service roads for access to parcels.

What We Found From Preceding Studies

The US 64 Corridor Study is part of a series of studies that consider ways to improve the US 64 and NC 49 corridors, which stretch from Charlotte to Raleigh. The first study, called Phase I, identified future roadway improvements within the study area and identified the major elements of a significant financial investment. The ultimate corridor vision identified in Phase I included the following:

- Upgrade US 64 from I-40 near Mocksville to the proposed NC 540 in Apex to a freeway,
- Upgrade US 64 from the proposed NC 540 to US 1 in Cary to an expressway and,
- Upgrade NC 49 from I-85 near Charlotte to US 64 in Asheboro to a freeway.

Your Input Matters

The US 64 Corridor Study is being conducted with the input of the communities in the project study area – here's how:

- Updated project information will be provided during the study through workshops like this, newsletters, and through the project website, accessible at www.ncdot.org/~US64study.
- A second set of public workshops like this will be held to present the preferred long-term alternative and review the short-term alternatives. The workshops will be in a similar format as tonight with one meeting in the Town of Apex and one in the Town of Pittsboro.
- You can contact the project team directly by calling, emailing or sending a letter using the contact information provided on the back page.
- A Corridor Development Team including representatives from the Town of Apex, Town of Cary, Town of Pittsboro, Wake County, Chatham County and multiple resource agencies will be closely consulted and involved in decisions throughout the study.

Strategic Highway Corridors Initiative

The US 64 Corridor Study is part of NCDOT's Strategic Highway Corridor initiative to provide a network of high-speed, safe, reliable highways throughout North Carolina. These Corridors are critical to statewide mobility and connectivity and promote a vision of modern, efficient transportation, supportive of economic opportunities, and environmental excellence. For further information please stop by the Strategic Highway Corridor station at tonight's workshop.

Get Involved

Website

www.ncdot.org/~US64study

Contact Information

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Email: dswasserman@dot.state.nc.us

Toll Free Hotline

1-800-233-6315

8:00 a.m. – 5:00 p.m. weekdays

Español

La información acerca del proyecto está disponible en español en el sitio web de proyecto. Los boletines en español pueden ser solicitados de la línea directa de peaje-liberta.

Glossary of Terms

Expressways and Freeways – See middle pages

Interchanges – locations where two roadways meet and cross at different levels (grade-separated so that one road passes above the other). Many configurations of interchanges exist that can be used to optimize traffic operations and minimize impacts to the natural and human environment.

Intersections – locations where two roadways meet and cross at the same level (at-grade).

Service Roads – which are called "frontage roads," are not access-controlled. Service roads run parallel to higher-speed roads (like US 64) and feed traffic into them at appropriate access points. Service roads provide access to parcels adjacent to a controlled access facility.

Taking a Look Ahead

Next Steps

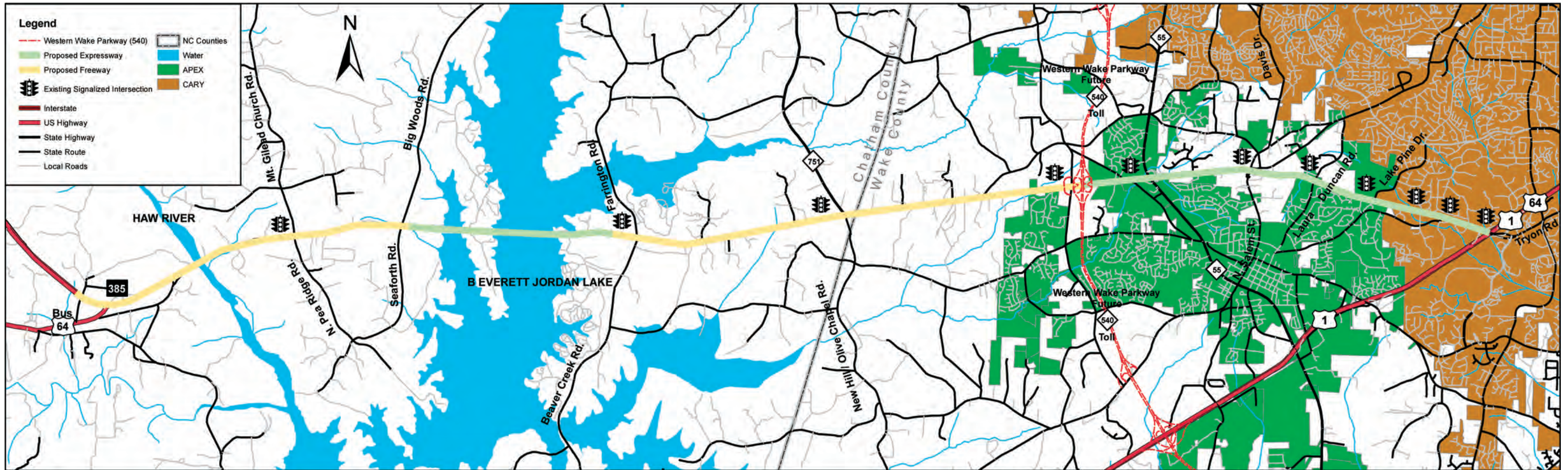
- The Corridor Study Team will discuss the input and comments received from the first series of workshops and select a preferred long-term alternative.
- The preferred long-term alternative, along with possible short-term improve-

ments, will be presented at a second public workshop.

- Following the second public workshop in October 2008, the preferred long-term and short-term alternatives will be finalized and included in the US 64 Corridor Study Phase IIA Report.



Study Area and Proposed Facility Type



Facility Types

Roadways are classified in several categories, including major and minor arterials, interstates, freeways and expressways, among others. Their classification is based on several elements, including whether access/driveways are provided (to developments) versus the movement of traffic (for example, whether traffic flows smoothly without traffic signals or whether there are traffic signals and access points). Within the limits of the study, US 64 is currently classified as a major arterial. The recommendation from previous studies is to upgrade a section of US 64 to a freeway and another section to an expressway to allow traffic to move more efficiently.

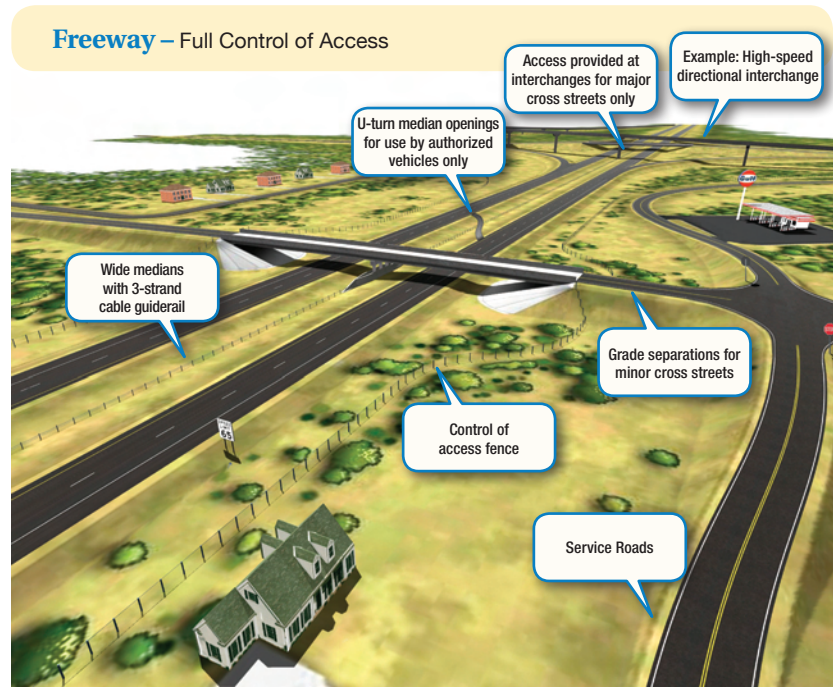
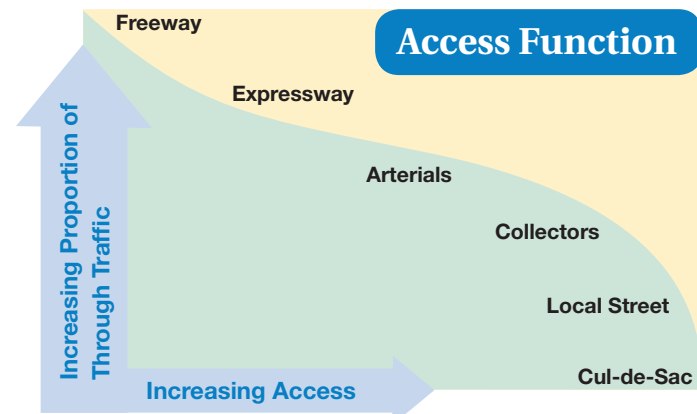


Illustration of a Freeway
Disclaimer: These renderings are for illustrative purposes only. Actual placement of design elements may vary according to the NCDOT and Federal Guidelines.

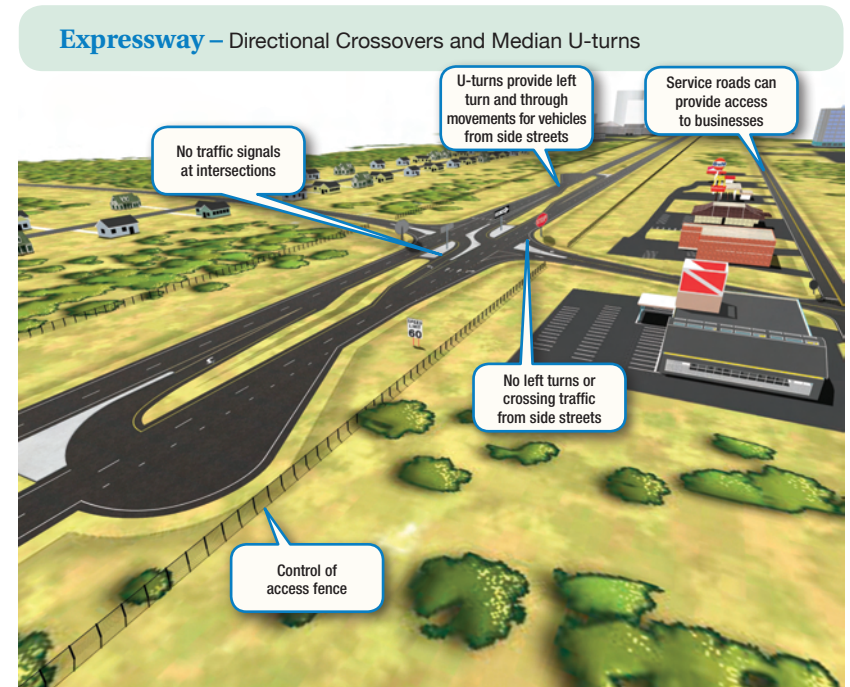


Illustration of an Expressway

Expressways – roads that provide a high movement of traffic with limited to moderate access points. Expressways have a minimum of four lanes with a median and a posted speed limit ranging from 45 to 60 mph. There are no traffic signals on an expressway, and although driveways are sometimes allowed, they are strongly discouraged. Access is generally limited to connecting streets or service roads with only right-in/right-out movements, and connections are provided at interchanges for major cross streets and at ground-level intersections for minor cross streets. A good example of a short expressway section is US 64 in the vicinity of Salem Street in Apex.

Freeways – roads that provide a high movement of traffic with limited access points. Freeways have a minimum of four lanes with a median and a posted speed limit of 55 mph or greater. There are no traffic signals or driveways on a freeway, and the only access points or connections are at interchanges.

Cross streets are separated from the freeway, which means that they do not intersect the freeway on the same ground level. Interstate 40 is an example of a freeway.