

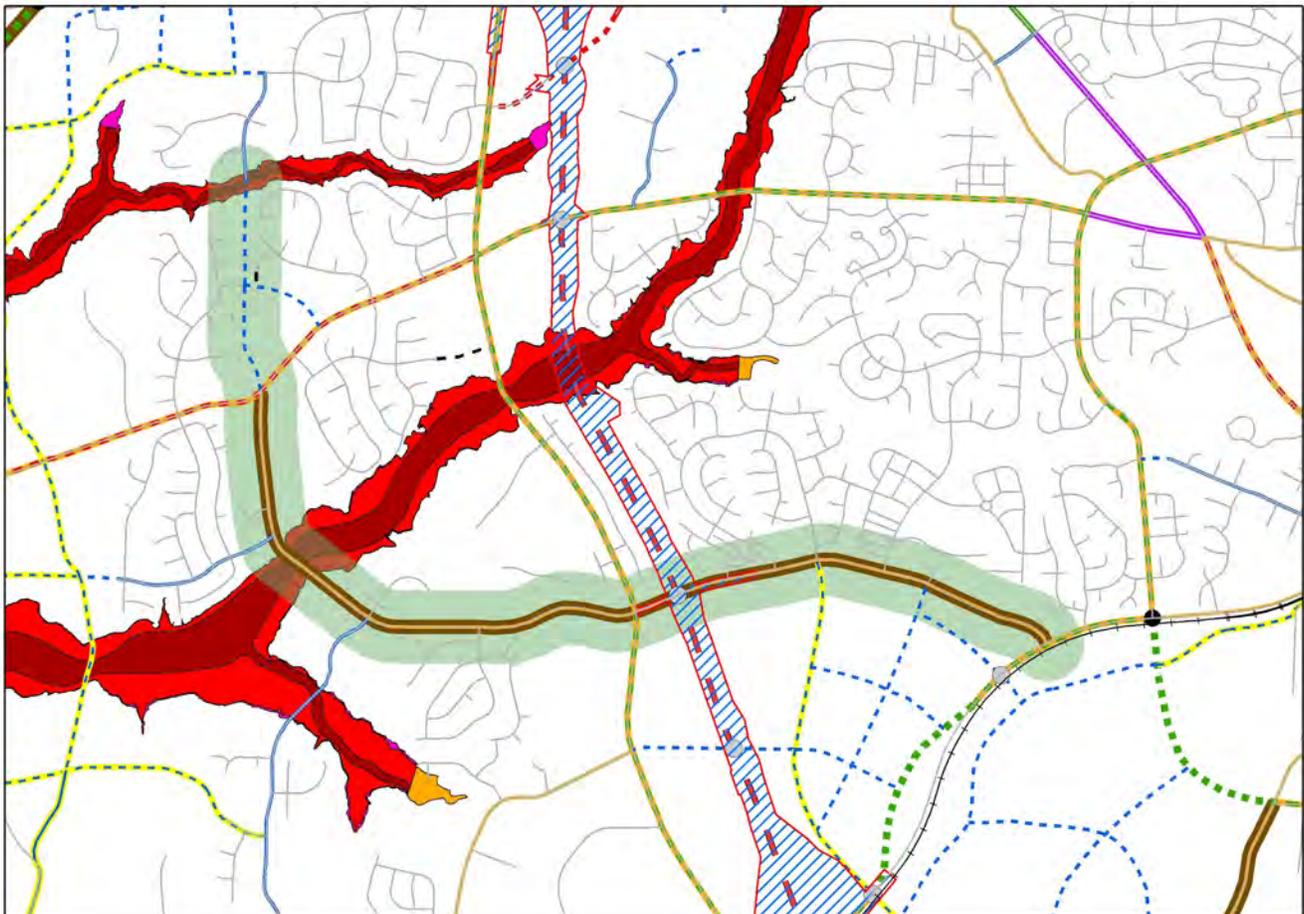
Thoroughfare Descriptions

The following sections provide a brief explanation of the vision and purpose of each thoroughfare in the plan. The descriptions help supplement the transportation maps and create a context for the existing roadways as well as their future cross-sections and alignments.

Apex Barbecue Road

Vision and Purpose

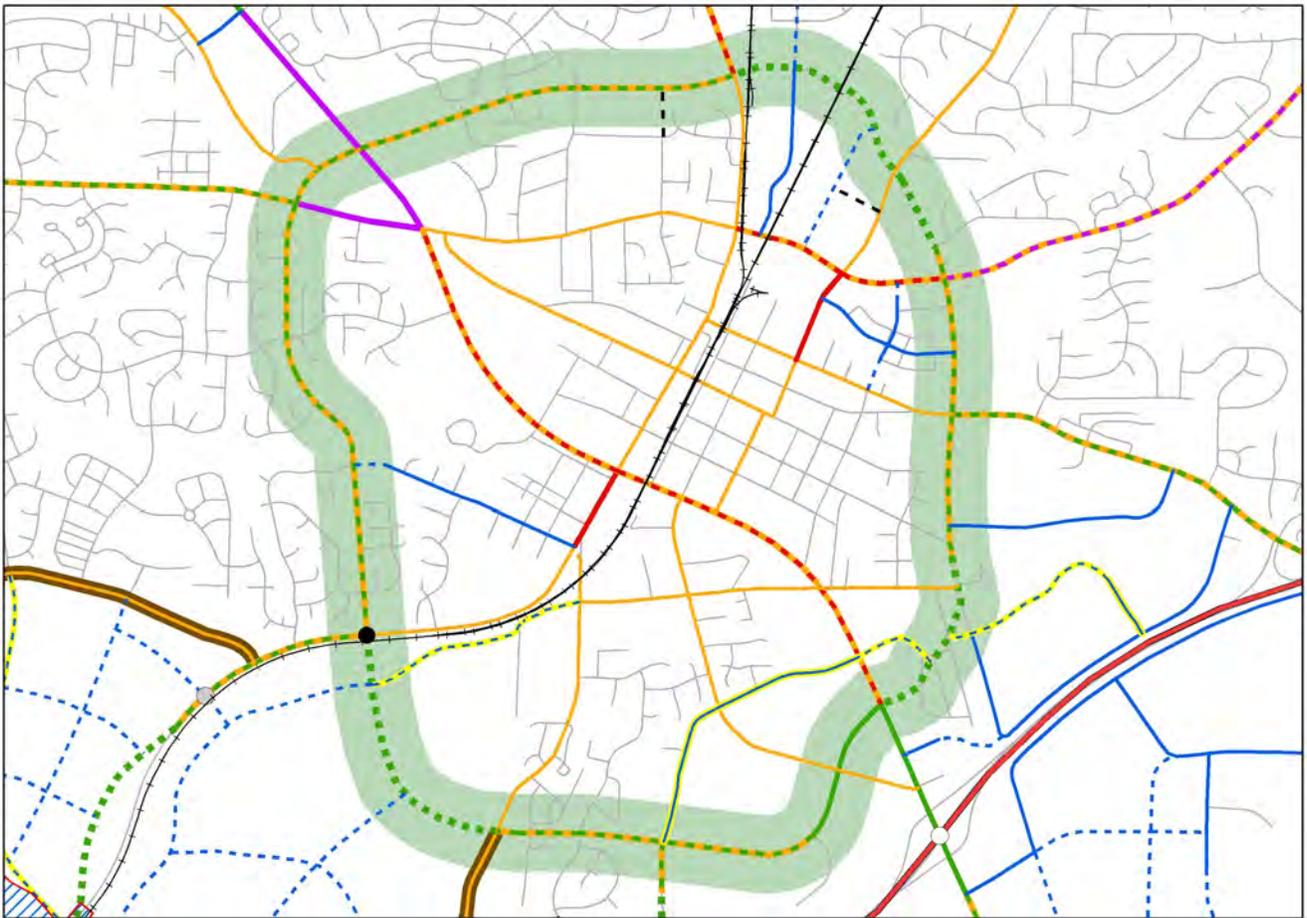
Apex Barbecue Road is an iconic thoroughfare in Apex. It serves as a rural connection between Olive Chapel Road and South Salem Street accessing the Scott's Mill neighborhood and the Apex Nature Park. Additionally it crosses Kelly Road midway between Olive Chapel Road and South Salem Street and provides bridges over Beaver Creek and NC 540. A future extension of Apex Barbecue Road will connect the Abbington neighborhood with Olive Chapel Road. The road's cross-section should remain rural with right-of-way reserved to widen to a 4-lane thoroughfare in the future if necessary.



Apex Peakway

Vision and Purpose

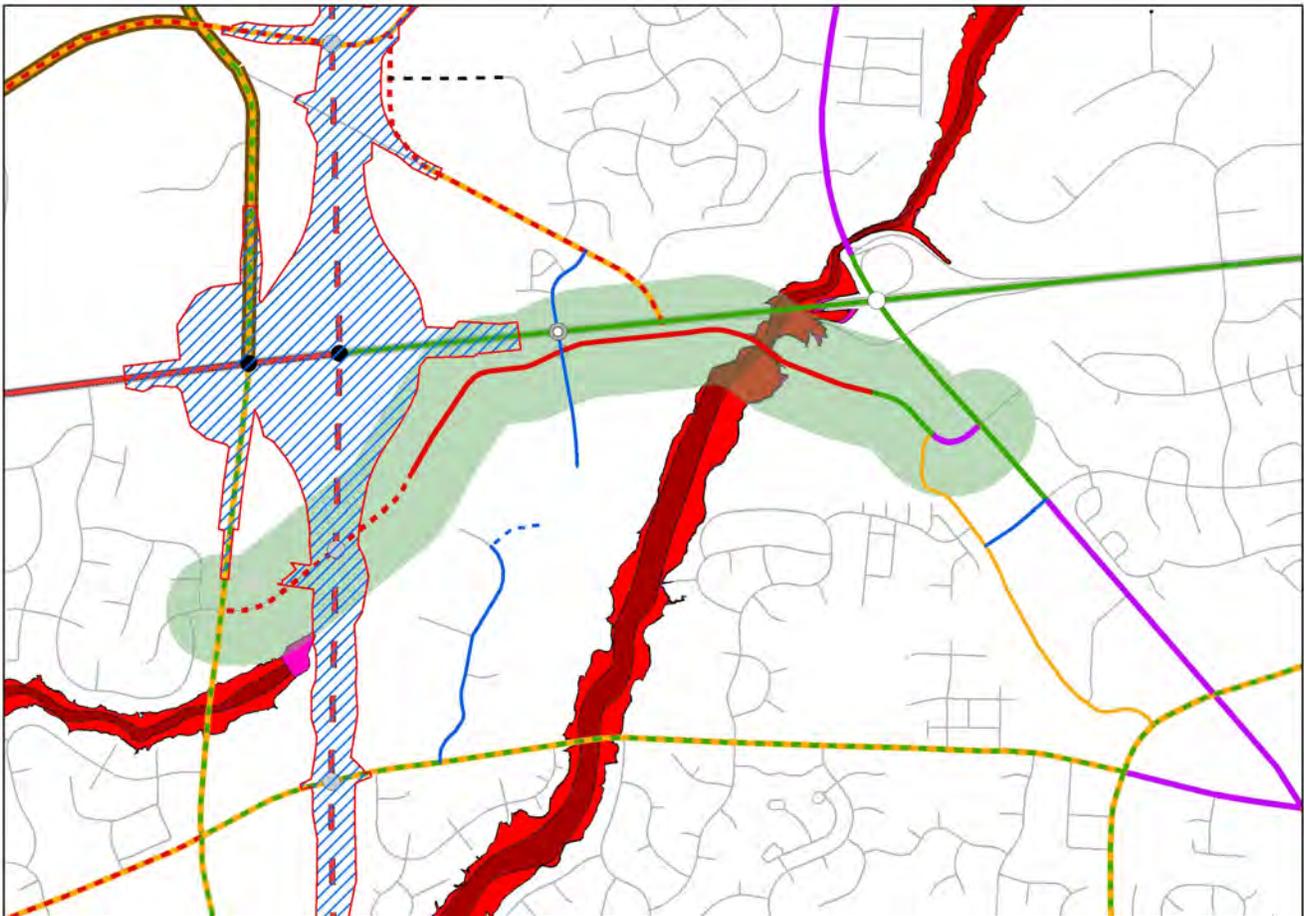
The Apex Peakway is a loop road around downtown Apex to connect other major routes including NC 55, Salem Street, Laura Duncan Road, Old Raleigh Road, Center Street, James Street, Hughes Street, Perry Road, and Tingen Road. The Peakway will eventually provide 3 crossings of the CSX railroad tracks, including 2 grade-separated crossings. The loop connects numerous residential neighborhoods and commercial areas and was noted by members of the public as the top transportation priority at the 2011 update workshop.



Beaver Creek Commons Drive

Vision and Purpose

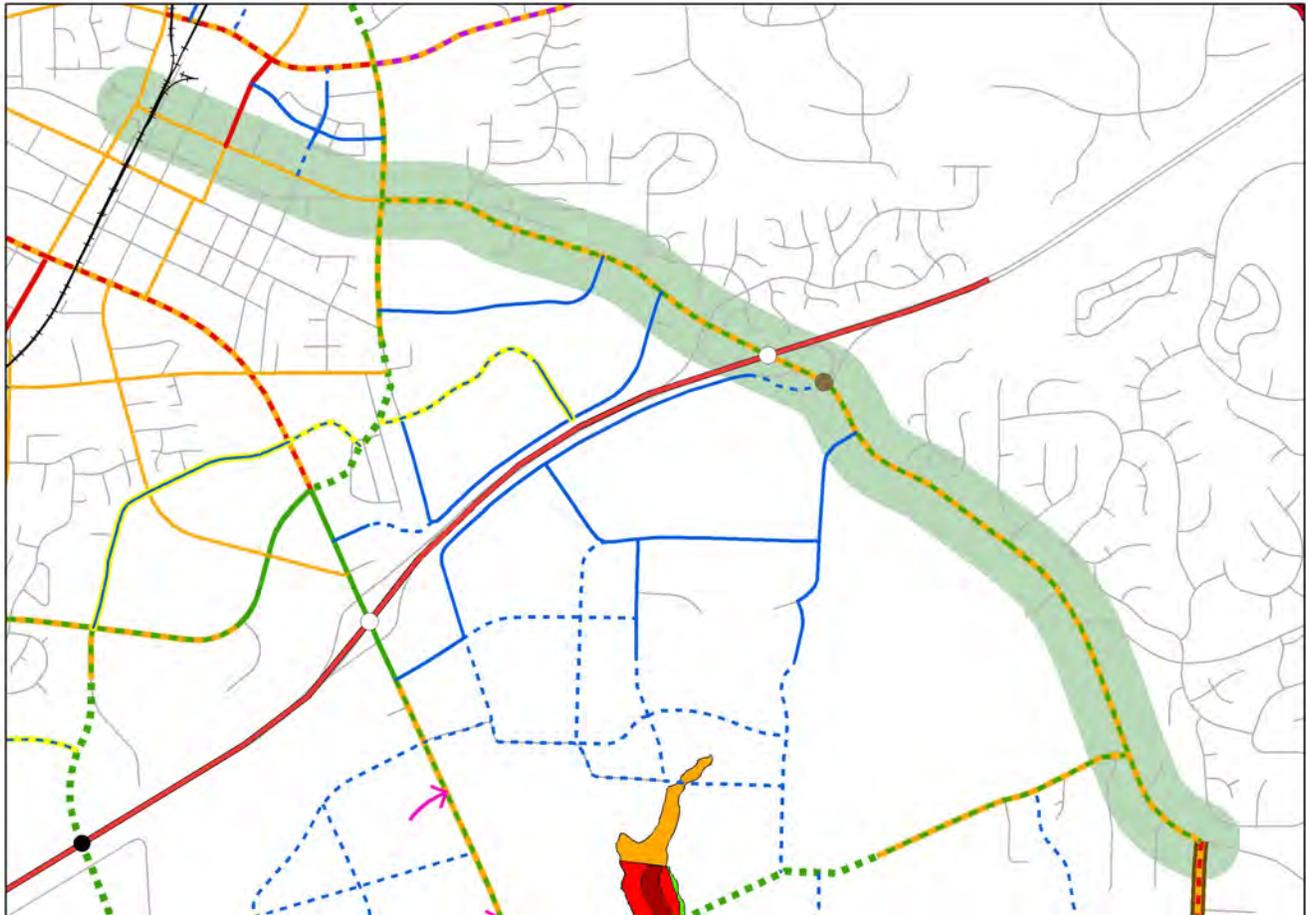
Beaver Creek Commons Drive is a minor thoroughfare serving the Beaver Creek Commons and Beaver Creek Crossings shopping centers. Once NC 540 construction is complete Beaver Creek Commons Drive will connect NC 55 with Kelly Road. It will also have a grade-separated crossing of NC 540. Because it serves a major commercial area, the road should have a 10-foot multi-use path along its length to better accommodate pedestrian traffic.



Center Street/Ten Ten Road

Vision and Purpose

Center Street/Ten Ten Road is a major commuting corridor and connection between downtown Apex and southeastern Wake County. The road carries a significant amount of traffic currently and will continue to do so in the future. With an interchange at US 1, Center Street provides a connection from Raleigh to nearby communities in Chatham and Lee counties. As a high traffic roadway that provides a direct route into the heart of Apex, Center Street should provide vehicle capacity while maintaining an active gateway into downtown.



Chatham Street

Vision and Purpose

Chatham Street is a relic of the past transportation system in Apex. As part of the original NC 55, Chatham Street provides a direct route into downtown from the northwest. Because NC 55 has been relocated to its current location, Chatham Street should behave as a more local facility that maintains direct access to residential homes and accommodates pedestrian mobility around downtown.



Davis Drive

Vision and Purpose

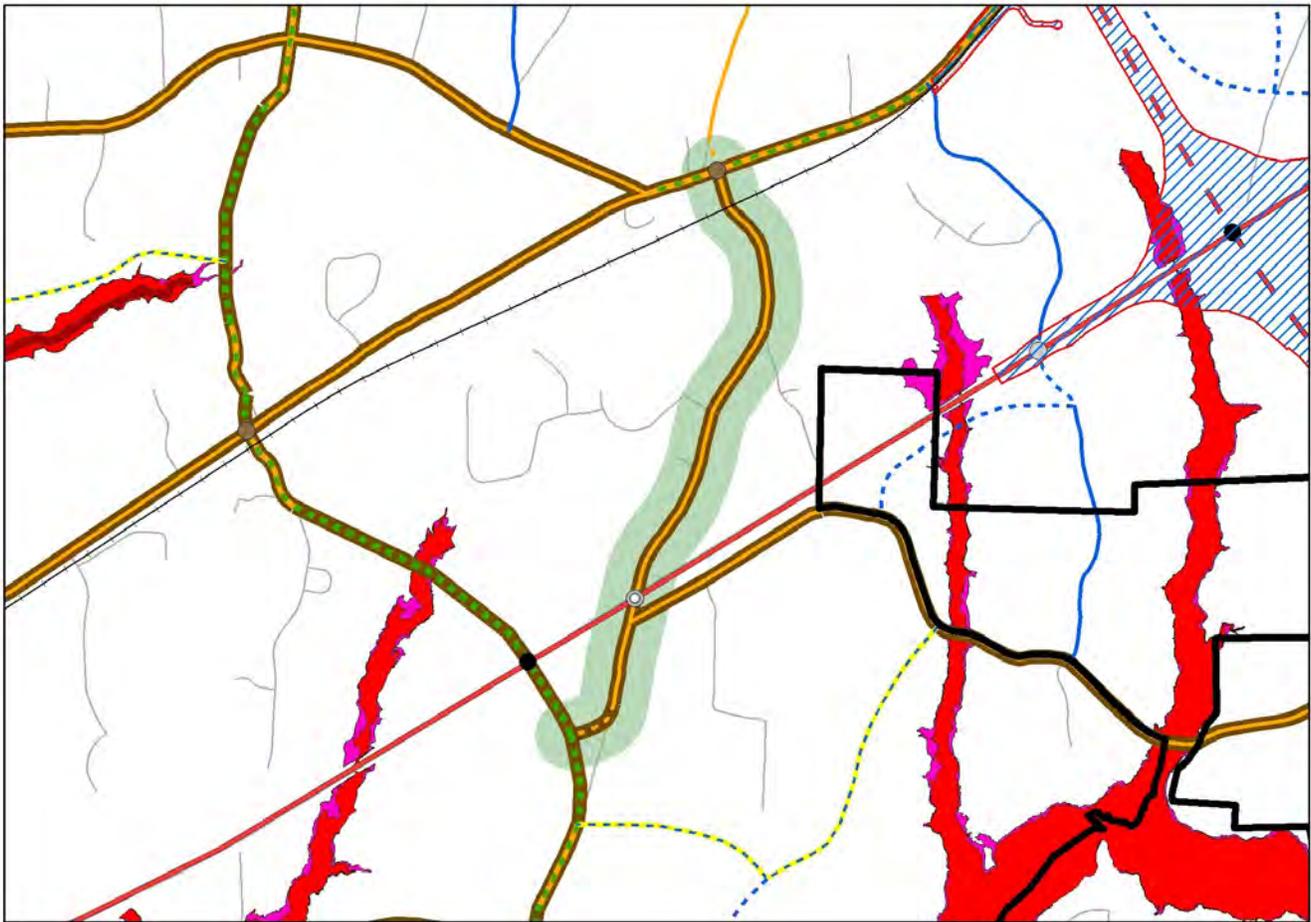
Davis Drive is a facility that connects northern Apex and neighboring Cary with US 64 and the rest of Apex. Apart from NC 55, Davis Drive is the only major thoroughfare that provides a direct connection between Apex and Research Triangle Park. As a result, the facility carries a large amount of traffic. The road parallels the CSX railroad track toward Durham and will require a context sensitive design to minimize the impact of widening on adjacent homes north of US 64.



Friendship Road

Vision and Purpose

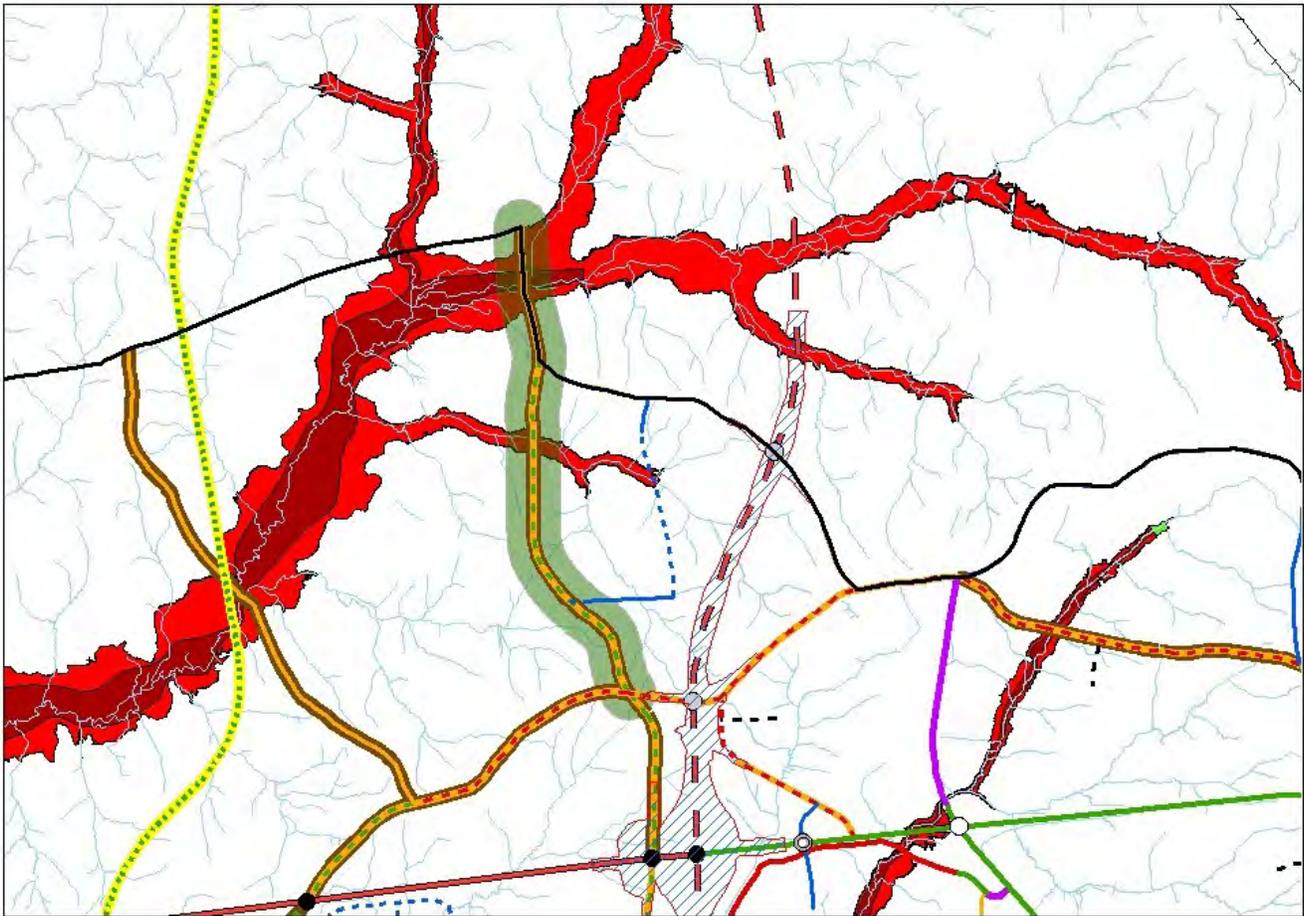
Friendship Road is a minor, rural facility serving the southwest ETJ area. It will connect the future Richardson Road extension with Old US 1 near the community of Friendship. The road provides an important crossing of the CXS railroad tracks and US 1. While minor, Friendship Road will help create better access to areas south of US 1 as Apex continues to develop. When Richardson Road is extended to the south Friendship Road will be realigned to make Richardson Road the dominant movement.



Green Level Church Road

Vision and Purpose

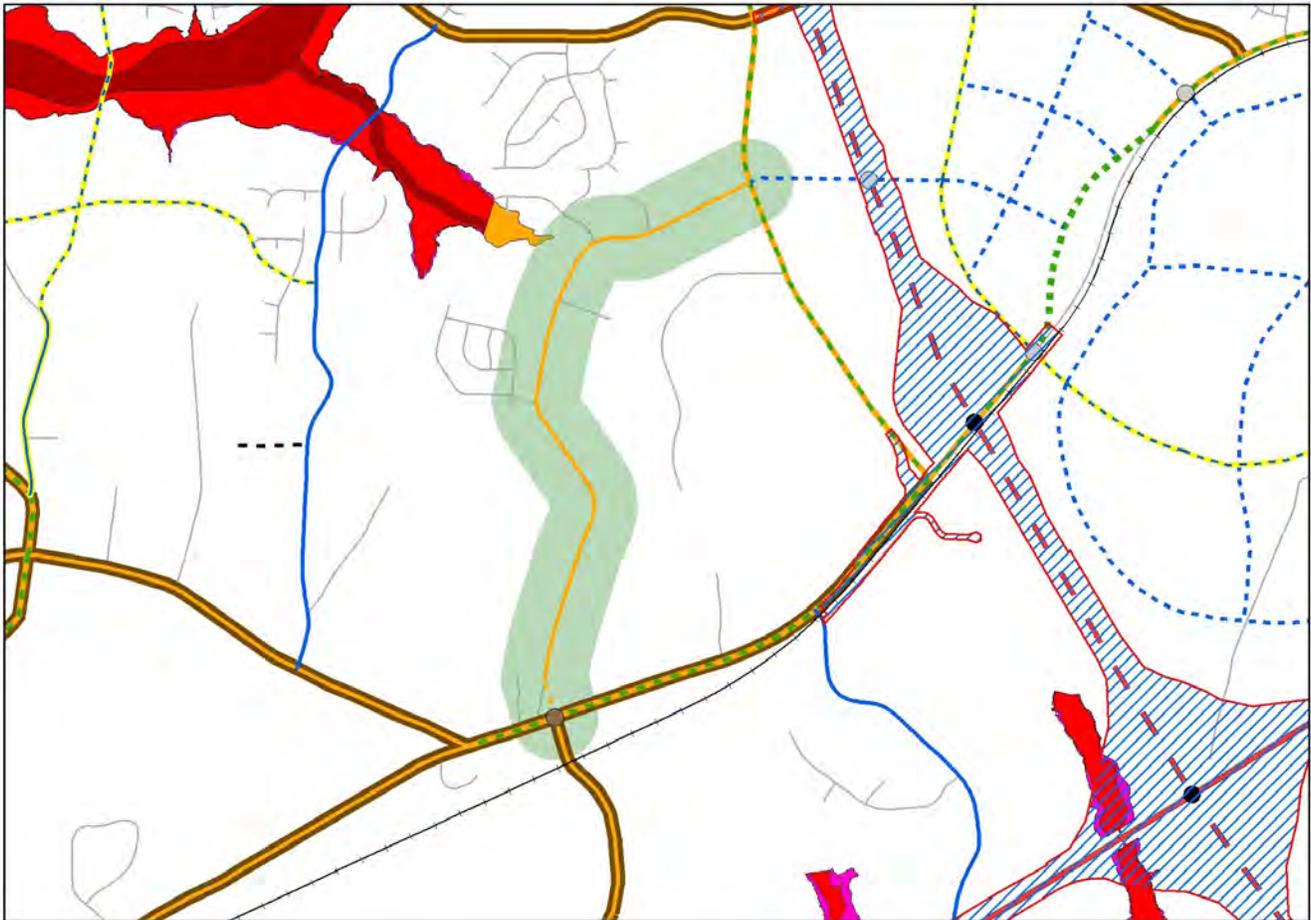
Rural in character, Green Level Church Road provides a major connection between western Cary, the historic community of Green Level, US 64, and western Apex. As an extension of Kelly Road, this facility will soon include an interchange at US 64 and indirect access to NC 540. The road will continue to see traffic demands grow as the area develops and the road acts as a free facility parallel to the toll road. Expansion of Green Level Church Road will require a design sensitive to the rural and historic nature of the area.



Holland Road

Vision and Purpose

Holland Road is a minor connection between Kelly Road and Old US 1. Its proximity to the future NC 540/S Salem Street interchange will likely create demand for future redevelopment; however, because of its proximity to Kelly Road, Holland Road is unlikely to carry much more additional traffic in the future. In order to improve connectivity and safety, Holland Road should be realigned with Friendship Road to create a four-leg intersection.



Holly Springs New Hill Road

Vision and Purpose

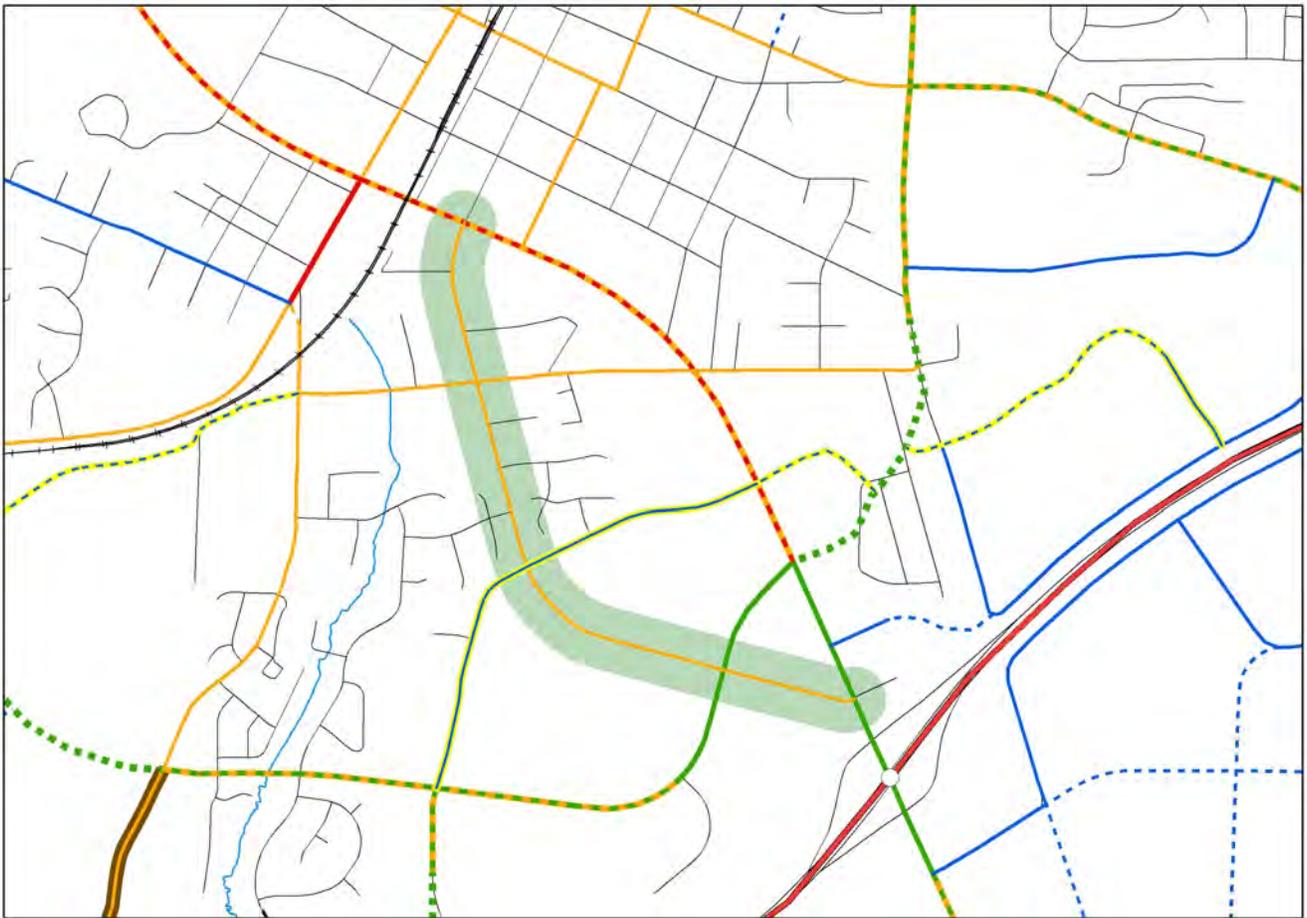
Holly Springs New Hill Road is a minor rural facility that will act primarily as a connection between Holly Springs and the Richardson Road extension. The road's proximity to Harris Lake and the Shearon Harris power plant will likely limit adjacent growth. Coordination with Holly Springs is important for determining future needs and for maintaining a consistent cross section between the jurisdictions.



Hughes Street

Vision and Purpose

Hughes Street is a minor thoroughfare mainly providing access to the Apex Peakway. The road also serves as a local bypass for the congested portion of NC 55. Because of the proximity of NC 55 and Apex Peakway, Hughes Street will likely never carry a significant amount of traffic and therefore should be maintained as a local connection for residential uses and a pedestrian-oriented facility.



Humie Olive Road

Vision and Purpose

Humie Olive Road is a rural thoroughfare serving southwest Apex. It provides an east-west connection between Old US 1 and New Hill Olive Chapel Road. The intersection with Richardson Road will become more important in the future as Richardson Road is extended to the south. The intersection with Old US 1 is the heart of the Friendship community. The 2025 Land Use Plan calls for a possible neighborhood center at this location as well. Humie Olive Road should be preserved as a rural road to match the character of the surrounding area.



Hunter Street

Vision and Purpose

Hunter Street is the eastern continuation of Olive Chapel Road. Where it begins at NC 55 Hunter Street becomes a local street that provides residential access as well as access to Baucom Elementary School and the Apex Town Hall. Because it serves a local, more urban area, Hunter Street should accommodate a moderate amount of low-speed vehicular traffic and a moderate to high amount of pedestrian and bicycle traffic.



James Street

Vision and Purpose

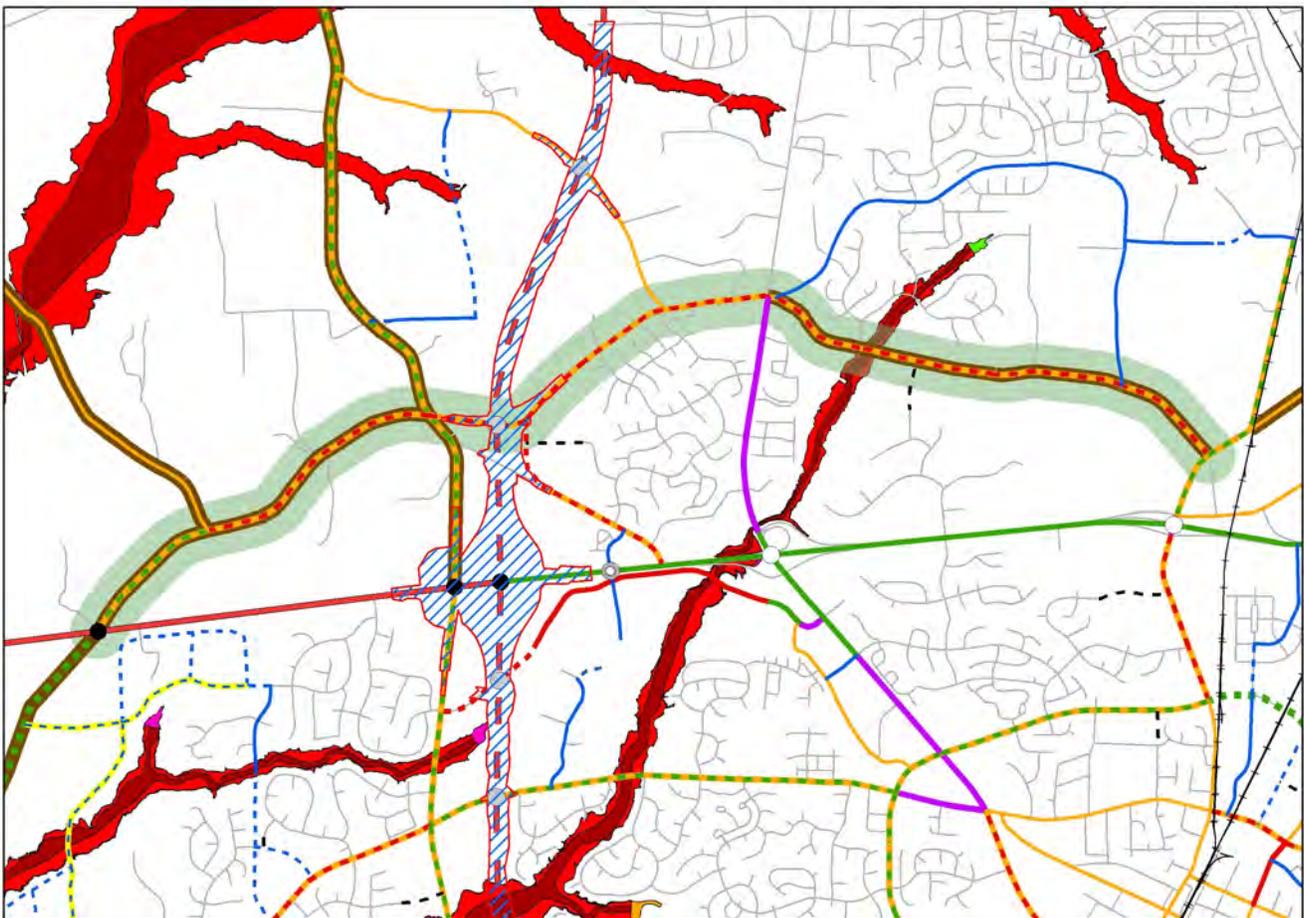
James Street is a minor connection between Tingen Road and Schieffelin Road (future Apex Peakway). It provides access to NC 55 and Hughes Street. A future extension will connect to the Apex Peakway to the west of Tingen Road and parallel the CSX railroad tracks to the south of town as shown in the 540/South Salem Street Small Area Plan. James Street provides a transition from the downtown grid to new subdivisions in southern Apex.



Jenks Road/Old Jenks Road

Vision and Purpose

Jenks Road is a local route providing an alternative local connection along the northern portion of Apex's corporate limits connecting Davis Drive, Holt Road, NC 55, Roberts Road, Kelly Road, Wimberly Road, and US 64. The road crosses a northern fork of Beaver Creek and will provide a grade-separated crossing of NC 540. In the future, Jenks Road will serve as a major access point at US 64 with a planned interchange and extension to the south to connect to Richardson Road. Near the future interchange, Jenks Road will need to accommodate a higher volume of traffic before tapering down to a more local thoroughfare. Jenks Road and Old Jenks Road should maintain a rural feel as a transition from urban development to rural areas.



Jessie Drive

Vision and Purpose

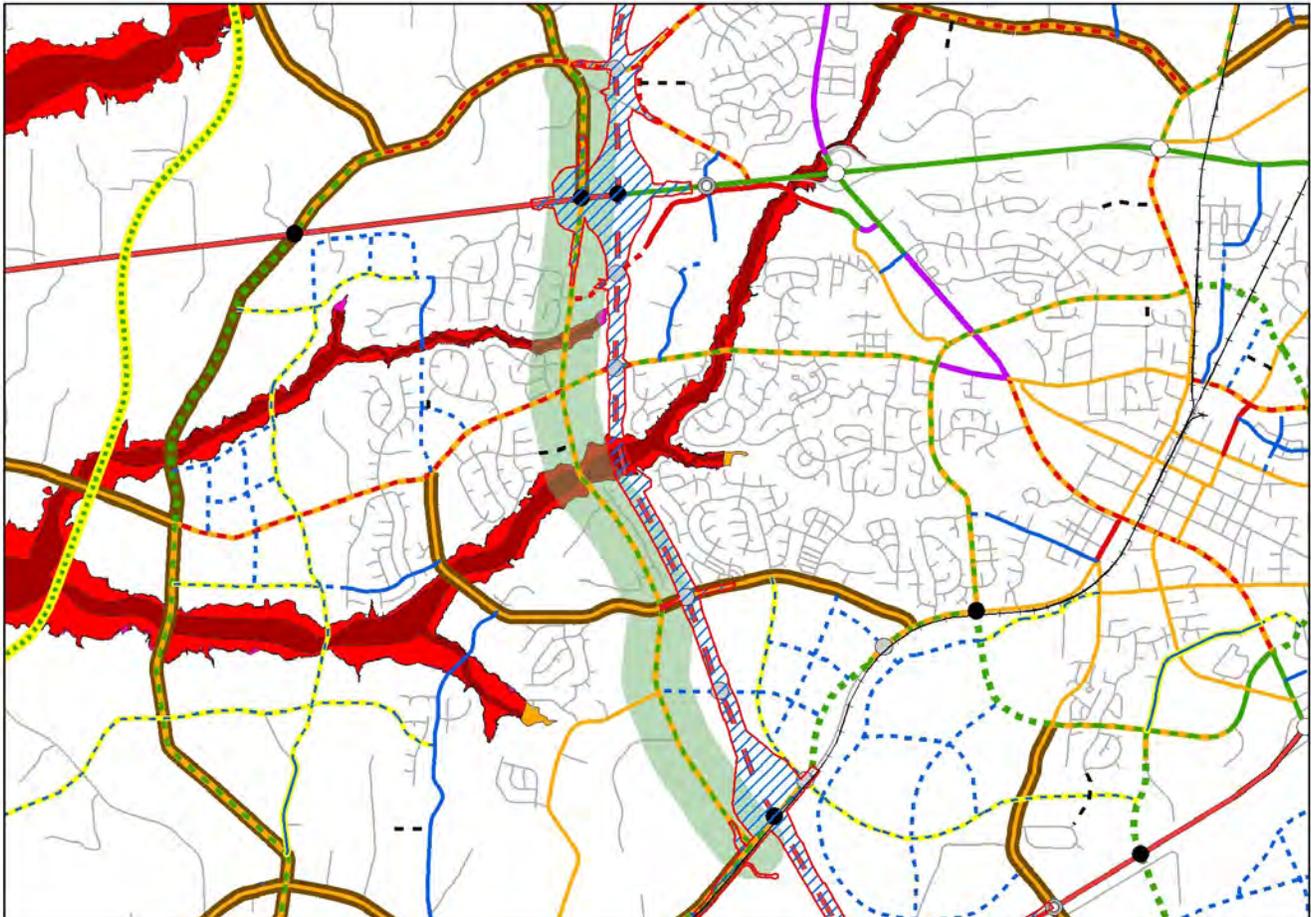
Jessie Drive is envisioned as a future major connection between NC 55 and Ten Ten Road. The connection will be critical for alleviating some congestion along NC 55 and US 1. Jessie Drive will also act as a main access point for the proposed Veridea development. To the west the road will access NC 540 via a grade-separated interchange and will cross Middle Creek between NC 55 and Jessie Drive. Because it will be designed to carry a large amount of vehicular traffic, Jessie Drive should be a multi-lane facility.



Kelly Road

Vision and Purpose

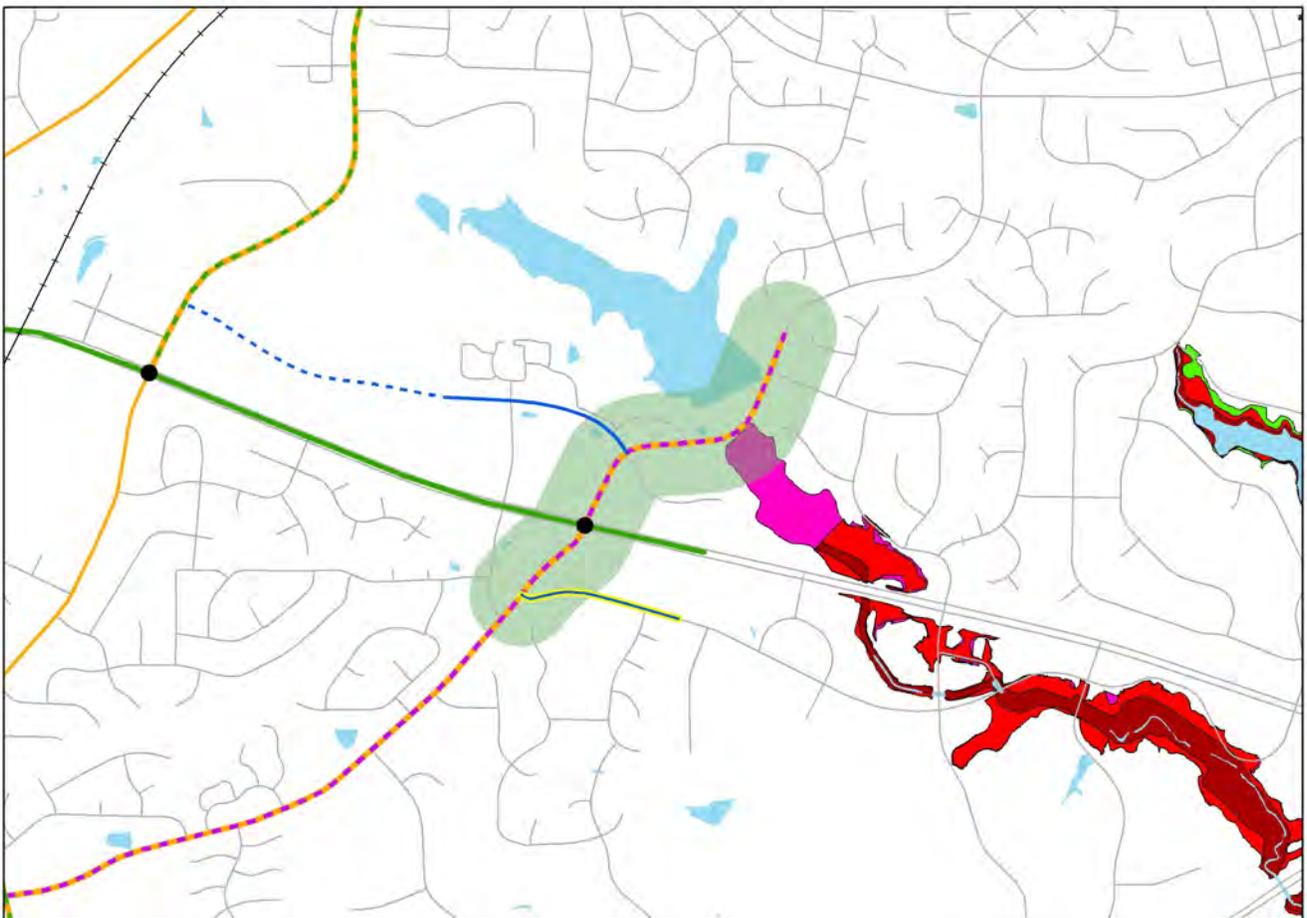
Kelly Road is a primary north-south thoroughfare serving the western portion of Apex. It is a parallel free alternative to the NC 540 toll facility and extends from Old US 1 to just north of US 64, with a crossing of Beaver Creek. Kelly Road continues into west Cary as Green Level Church Road. The current directional crossover at US 64 will be replaced with a grade-separated interchange as a part of the NC 540 project, increasing roadway capacity for both Kelly Road and US 64. Because of its proximity to several residential neighborhoods and the direct north-south connection it provides, Kelly Road will carry increasing levels of traffic. As a result, the road should be improved to accommodate 4 travel lanes with a median, sidewalks, and bicycle facilities.



Lake Pine Drive

Vision and Purpose

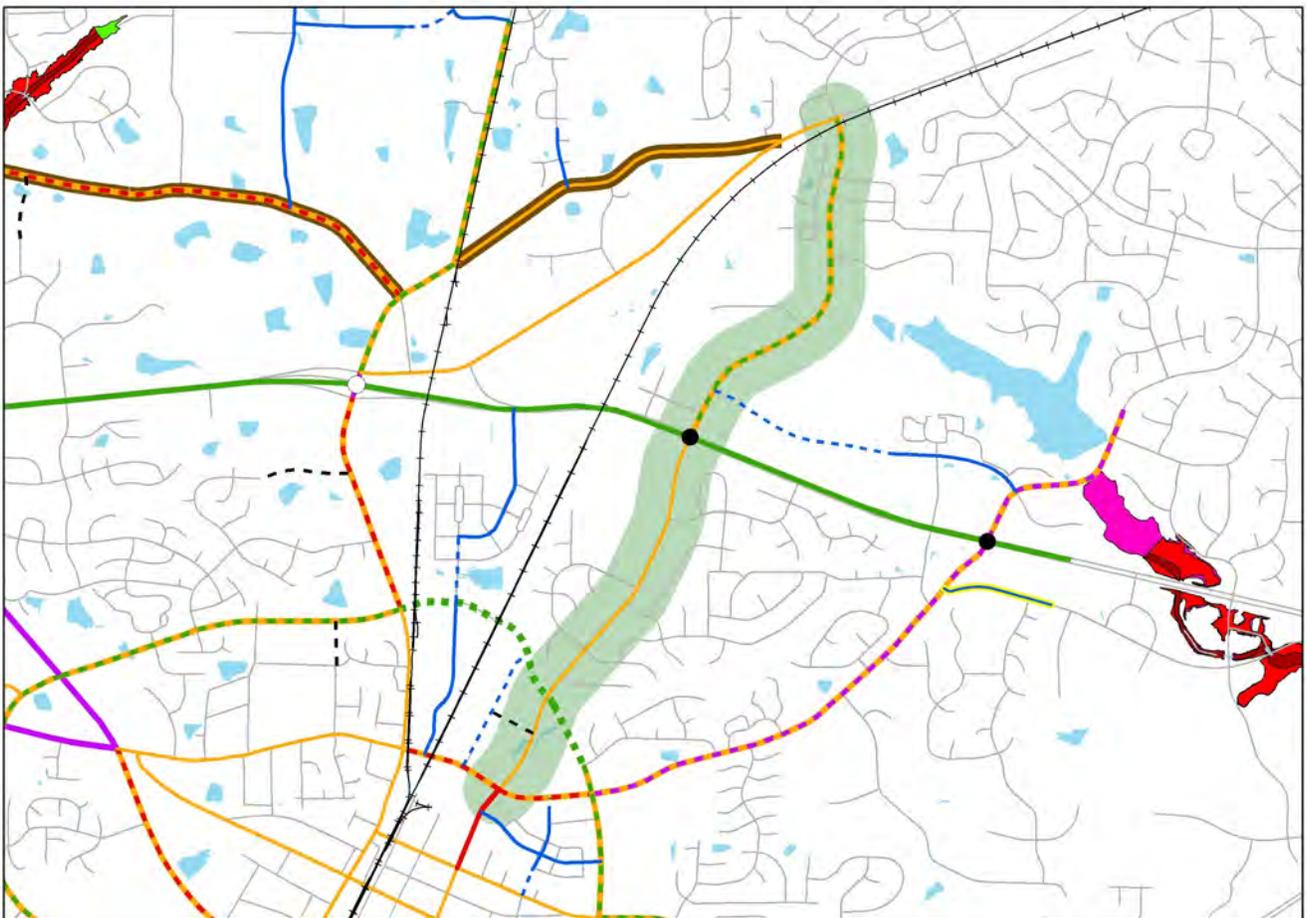
Lake Pine Drive is a continuation of Old Raleigh Road, and subsequently Hunter Street and Olive Chapel Road. It connects Downtown Apex and the Apex Parkway with US 64 and Cary. The intersection at US 64 is a major access point for both Apex and Cary onto the highway. The US 64 Corridor Study identified this intersection as a priority for installation of a grade-separated interchange. In addition to its regional context, Lake Pine Drive also serves local shopping areas, a county library, and the Apex Community Park. The future roadway should facilitate the movement of pedestrians, bicyclists, and motor vehicles, while acting as a welcoming entrance into Apex.



Laura Duncan Road

Vision and Purpose

Despite its connection to Apex High School and its intersections with the Apex Parkway and US 64, the road currently only carries a moderate level of traffic. Built as a 2-lane local street, Laura Duncan will not support widening for additional travel lanes south of US 64 without major impacts to adjacent residential properties. The section north of US 64 has room to construct additional travel lanes that would connect Apex with southwest Cary while providing access to the Apex Community Park. Laura Duncan Road also crosses the CSX railroad near the border with Cary.



Mason Street

Vision and Purpose

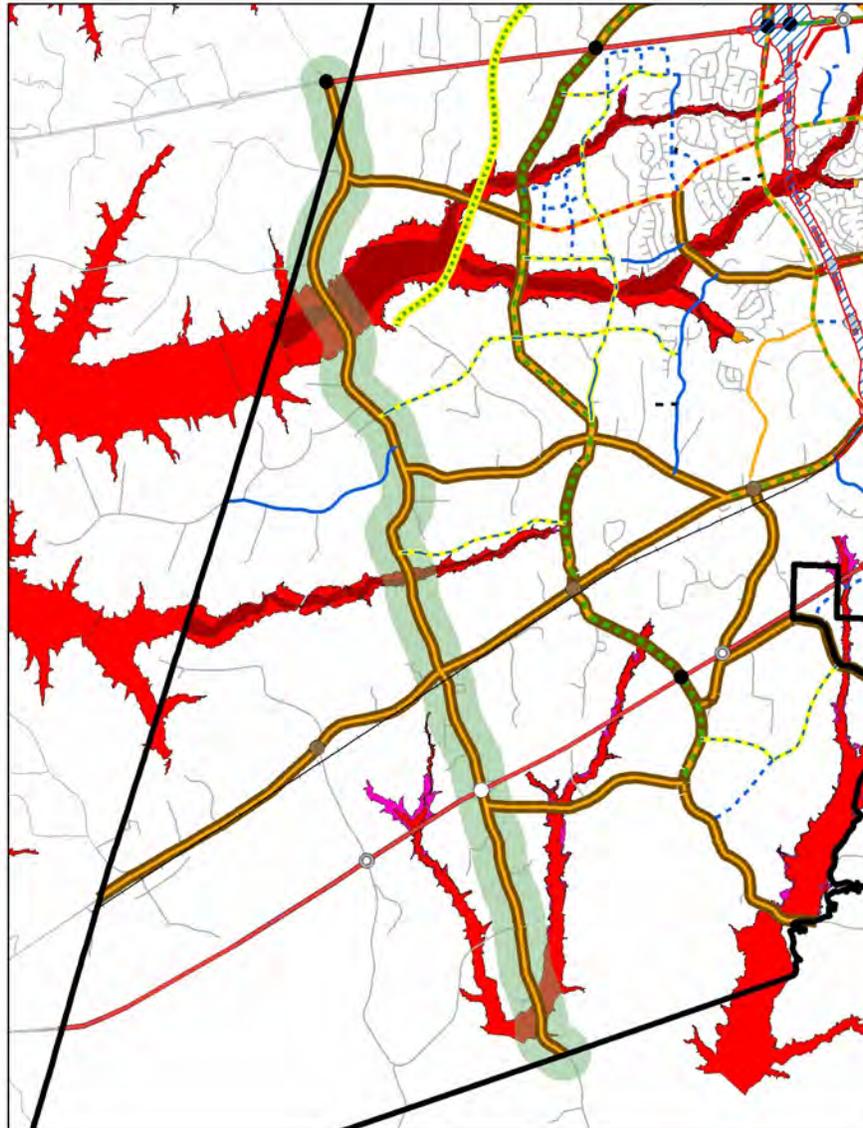
Mason Street is a short urban street in the old rectilinear grid of roads. It acts as a transition between Laura Duncan Road and the downtown grid network. Because of its proximity to the Apex Peakway and its connection with Center Street and Laura Duncan Road, Mason Street will carry slightly more traffic than nearby local streets. Mason Street will function in the future as an urban 3-lane thoroughfare that supports a moderate level of vehicles and pedestrians while maintaining access to adjacent properties.



New Hill Olive Chapel Road/New Hill Holleman Road

Vision and Purpose

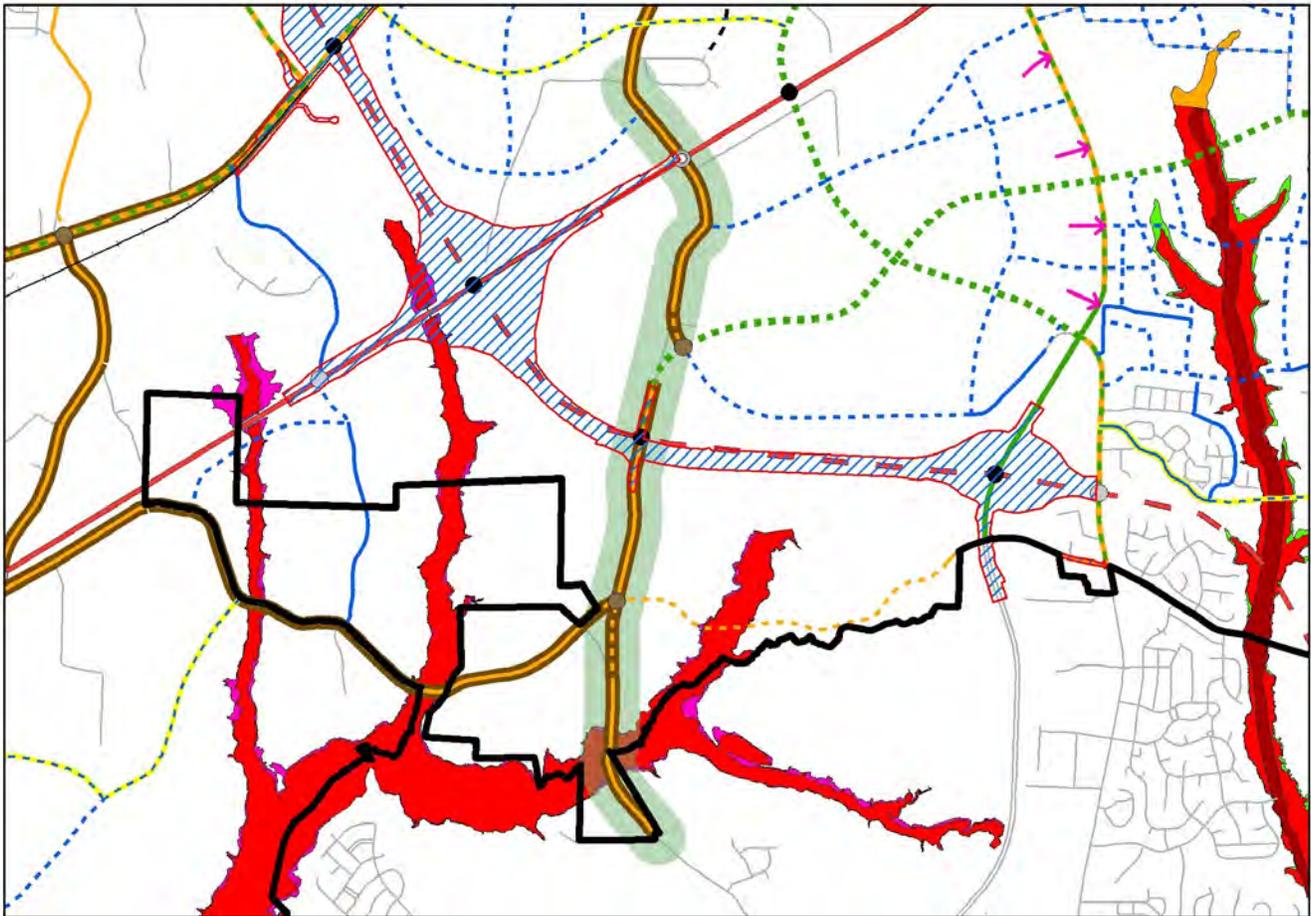
New Hill Olive Chapel Road (and New Hill Holleman Road) is a north-south rural road along the western edge of Wake County extending from Holly Springs to New Hill, providing access to US 64 and US 1 as well as a trailhead for the American Tobacco Trail. The road is essentially a southern extension of NC 751 which is a major route to Durham. The road also crosses Beaver Creek right before it enters Jordan Lake. From the Western Area Plan meetings it was determined that this road should maintain its rural feel with the major north-south mobility accommodated along Richardson Road. Despite the plan to maintain a rural cross-section, New Hill Olive Chapel Road should be located within a 100' right-of-way in order to provide additional space for future travel lanes or nonmotorized facilities should development patterns change west of Apex.



Old Holly Springs Apex Road

Vision and Purpose

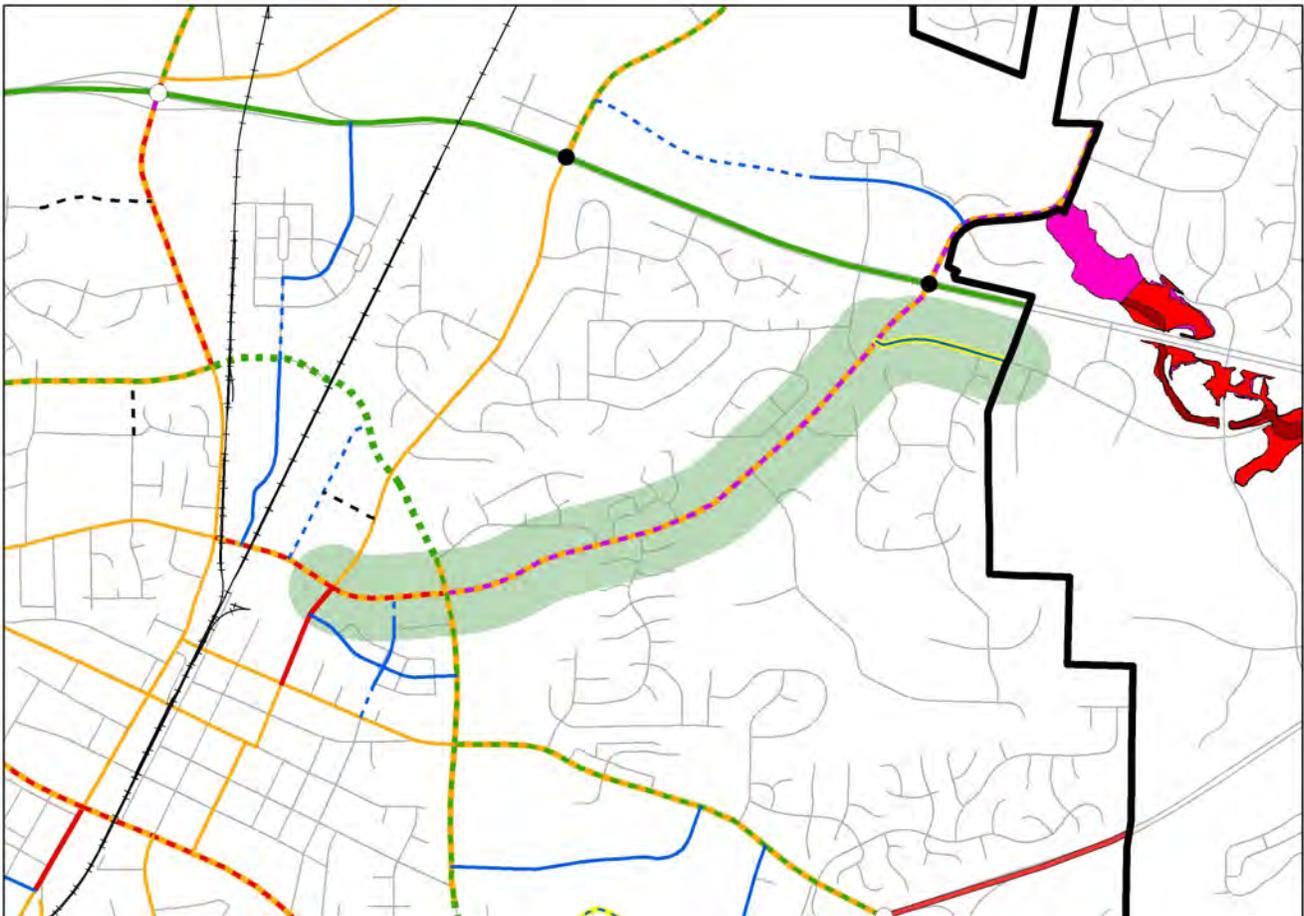
Old Holly Springs Apex Road is a rural connection between Holly Springs and the southern portion of Apex connecting with Tingen Road and South Salem Street. The road carries little traffic but provides an essential grade-separated crossing over US 1 and is planned to connect to NC 540 with an interchange. The road will be an integral part of the transportation network that accesses the Veridea mixed-use development. The road may be realigned at the intersection with Jessie Drive Extension as the area is developed.



Old Raleigh Road

Vision and Purpose

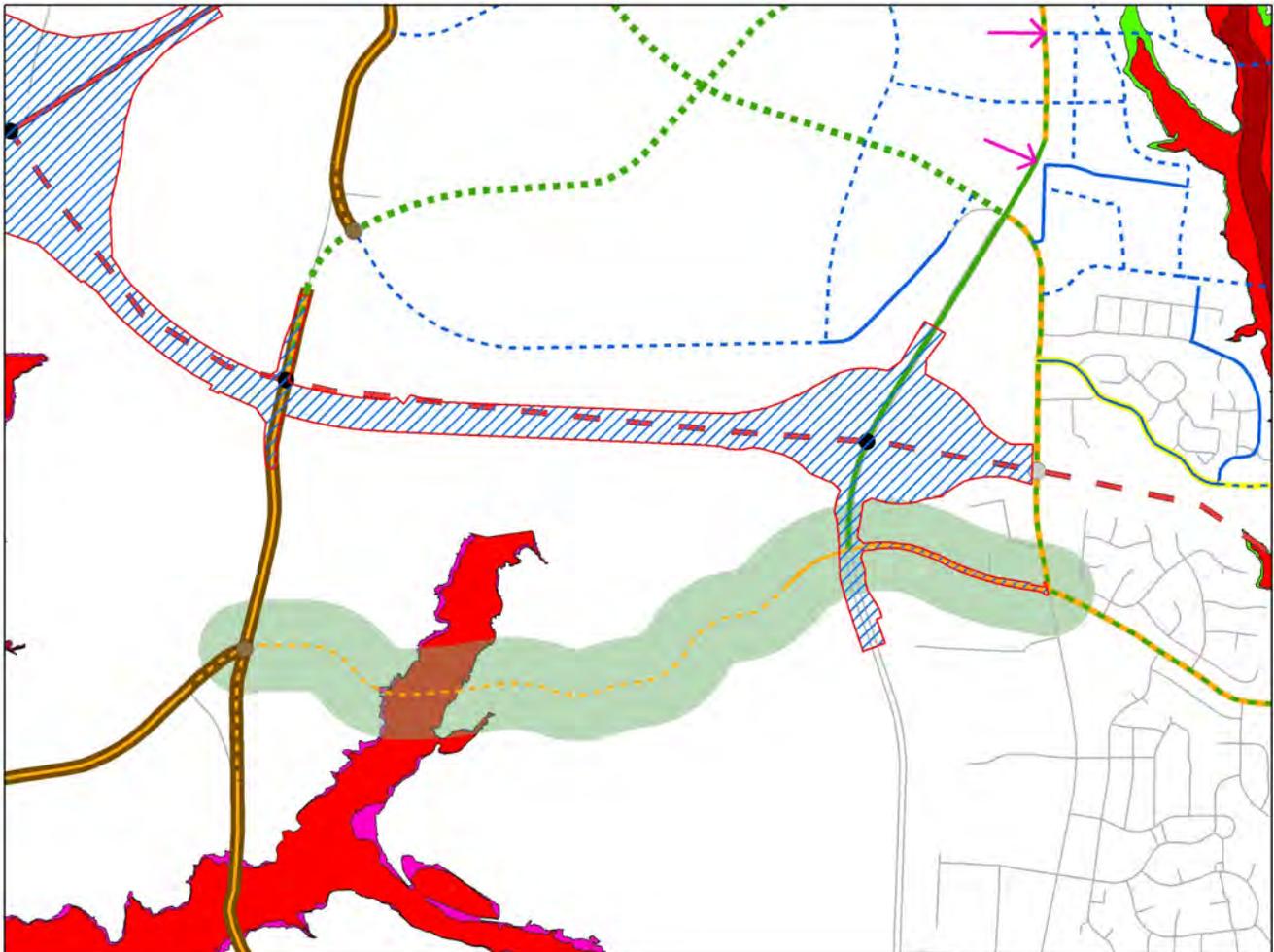
Old Raleigh Road is an eastern continuation of Olive Chapel Road and Hunter Street. Because it connects the Apex Peakway and US 64 (via Lake Pine Drive), Old Raleigh Road will carry a moderate amount of traffic. Where it turns to the east, Old Raleigh Road creates a local connection between Cary and Apex. Due to other alternate routes to US 64, Old Raleigh Road will likely not carry enough traffic to justify a 5-lane facility; however, because much of the road has already be set at that width, the remainder of the sections should match as development occurs. Old Raleigh Road also functions as important gateway into town.



Old Smithfield Road

Vision and Purpose

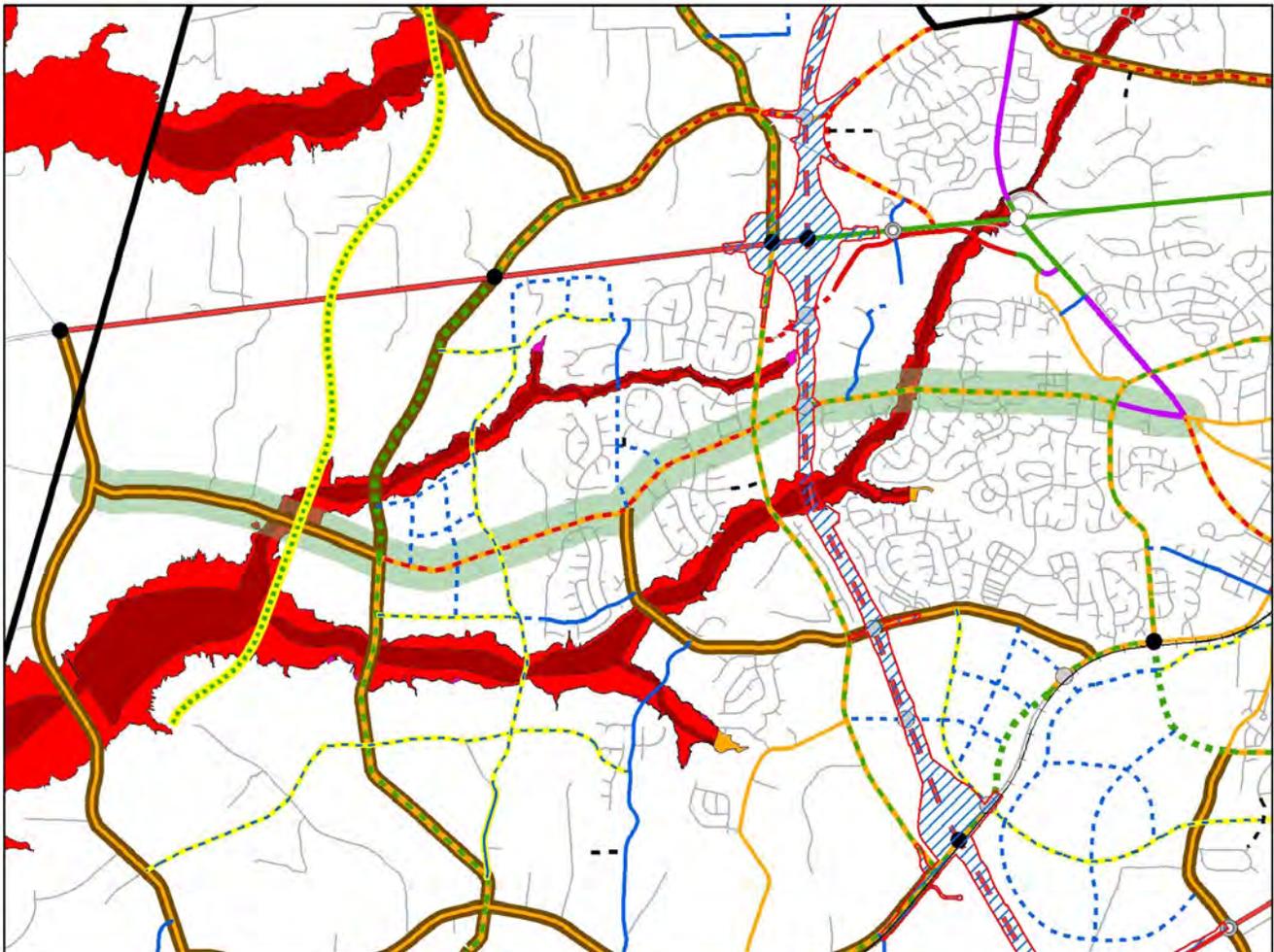
Old Smithfield Road is a future western extension of Sunset Lake Road. The road is planned to run through the Wake County Landfill property before connecting to Old Holly Springs Apex Road. The road will provide a local alternative to the southern portion of NC 540 with a stream crossing of Big Branch. As a local road, Old Smithfield Road will not carry much traffic but will provide moderate connectivity for southern Apex.



Olive Chapel Road

Vision and Purpose

Olive Chapel Road is a picturesque east-west thoroughfare paralleling US 64. Listed as one of the Steering Committee's favorite roads for its scenic qualities, Olive Chapel Road is perhaps the most iconic road in Apex. Olive Chapel Road connects urban Apex with the rural, undeveloped land to the west bordering Jordan Lake. The road connects NC 55, Apex Peakway, Kelly Road, Richardson Road, and New Hill Olive Chapel Road, while serving several residential neighborhoods and commercial developments. Olive Chapel Road acts as a local alternative to US 64 with a crossing of Beaver Creek and a bridge over NC 540. The road also provides access to the American Tobacco Trail. As it leaves the Apex corporate limits Olive Chapel Road should transition from a multi-lane facility to a 2-lane road and from urban curb-and-gutter to a rural shoulder section.



Perry Road Extension

Vision and Purpose

This road is a future extension of Perry Road to the south and across US 1. The road and its future interchange at US 1 will provide a major access point into the proposed Veridea development. To the south, Perry Road Extension will connect to NC 55 Business at the existing Technology Drive, which will be realigned. Because it will connect NC 55, Jessie Drive, US 1, and the Apex Peakway, the extension will be a multi-lane facility.

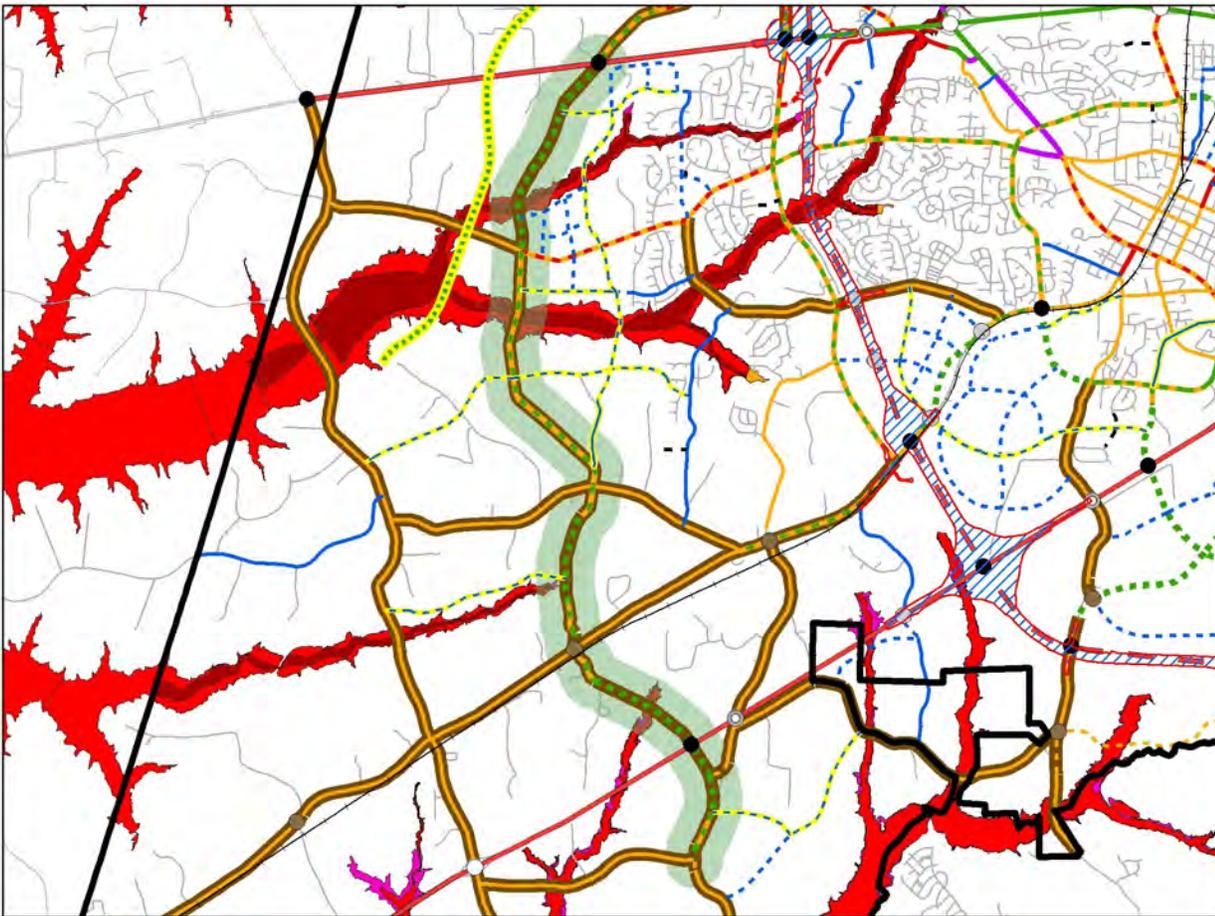


Richardson Road

Vision and Purpose

Currently existing as a minor rural connection between Humie Olive Road and Olive Chapel Road, Richardson Road will become a major connection between US 64, US 1, and southwest Apex. As determined by citizens in the Western Area Plan, Richardson Road will be the predominant north-south movement in the future in order to protect the rural nature of New Hill Olive Chapel Road. Richardson Road will extend to Jenks Road at US 64 via a grade-separated interchange and will connect Olive Chapel Road, Humie Olive Road, Old US 1, US 1, and Holly Springs New Hill Road. In addition to the planned interchange at US 64 there will be a grade-separated interchange at US 1 providing access to southwest Apex and Holly Springs as well as a crossing of the CSX railroad tracks.

Richardson Road should be built as a rural roadway to transition between urban and rural areas. New location sections of Richardson Road that do not initially warrant a multi-lane facility should be built as a 2-lane, median-divided road with a shoulder section to be expanded when necessary.



Roberts Road

Vision and Purpose

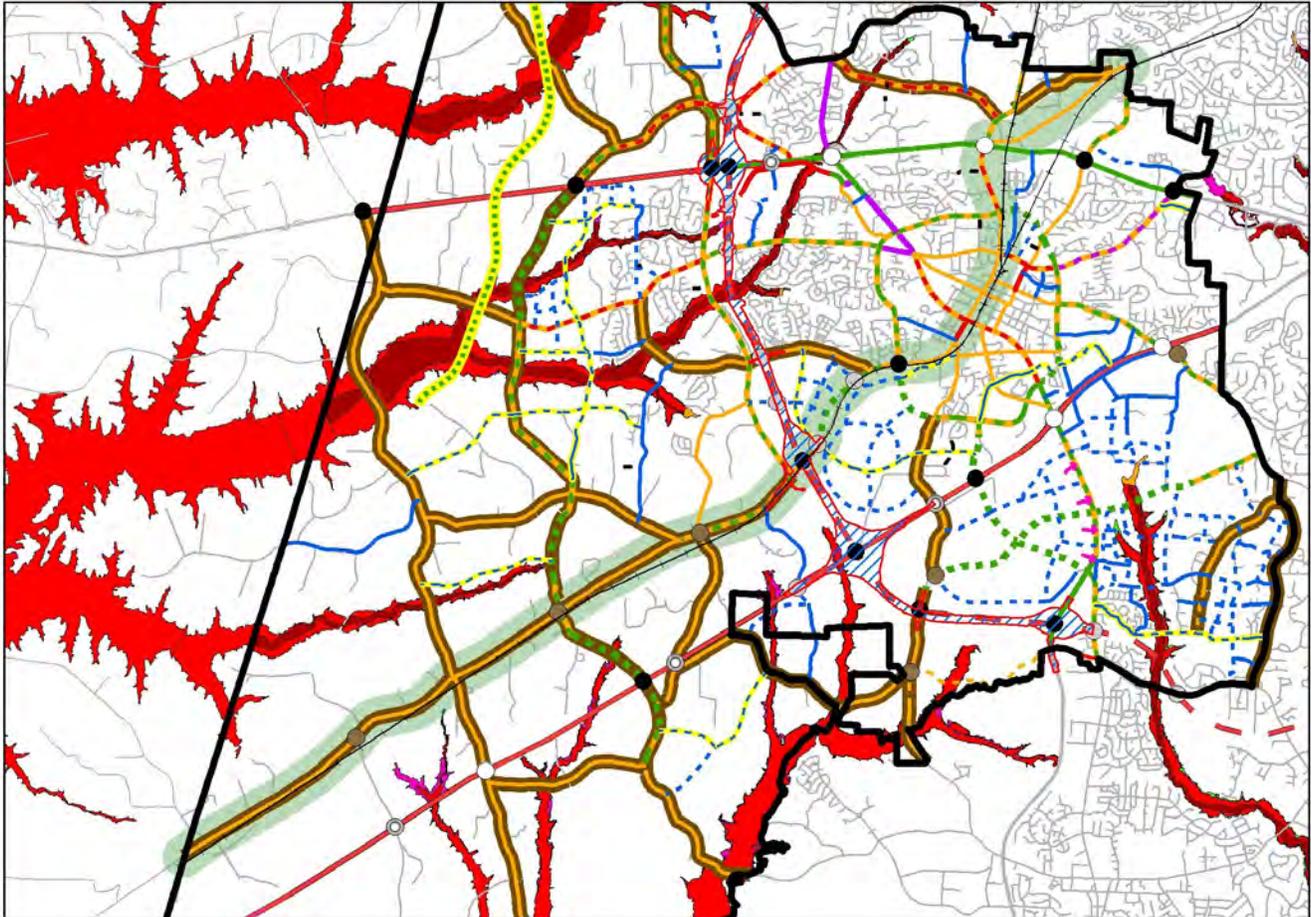
Roberts Road is a minor thoroughfare serving the northwest portion of Apex. It connects Jenks Road and Green Level Church Road. The road will provide a grade-separated crossing of NC 540 and will help serve the Green Level community as it develops. Because of the rural nature of the surrounding area, Roberts Road will stay as a 2-lane road except where turn lanes are needed.



Salem Street/Old US 1

Vision and Purpose

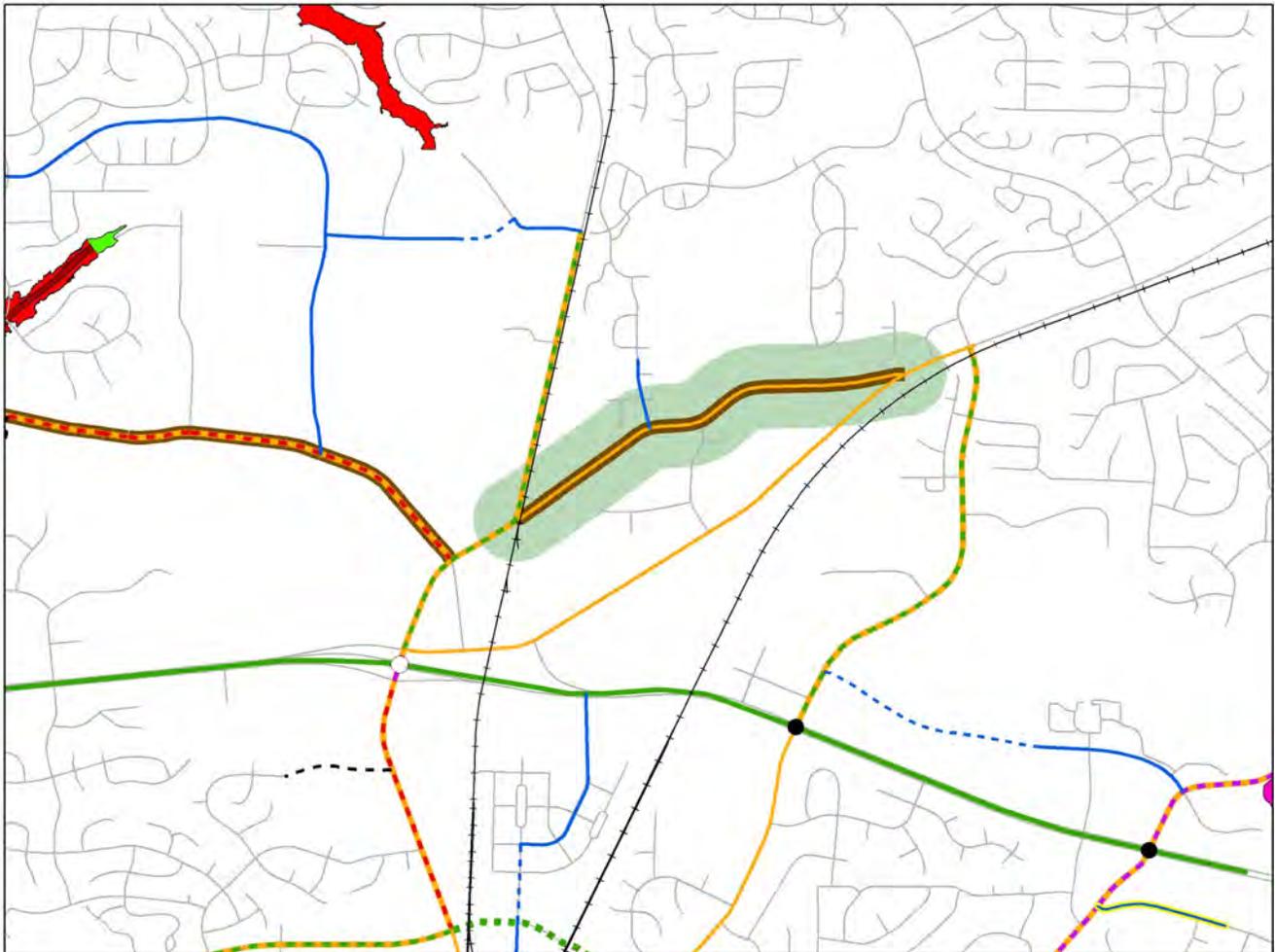
Part of the original US 1 Highway, Salem Street/Old US 1 represent an historical connection to the original highway system. The road showcases Apex over time as it passes through contemporary subdivisions, historic downtown, and horse farms, while paralleling the CSX railroad tracks. The road connects Davis Drive, US 64, Apex Parkway, Hunter Street, Chatham Street, NC 55, Tingen Road, Apex Barbecue Road, NC 540, Kelly Road, Holland Road, Humie Olive Road, and New Hill Olive Chapel Road. Salem Street also has grade-separated interchanges at US 64 and NC 540.



Salem Church Road

Vision and Purpose

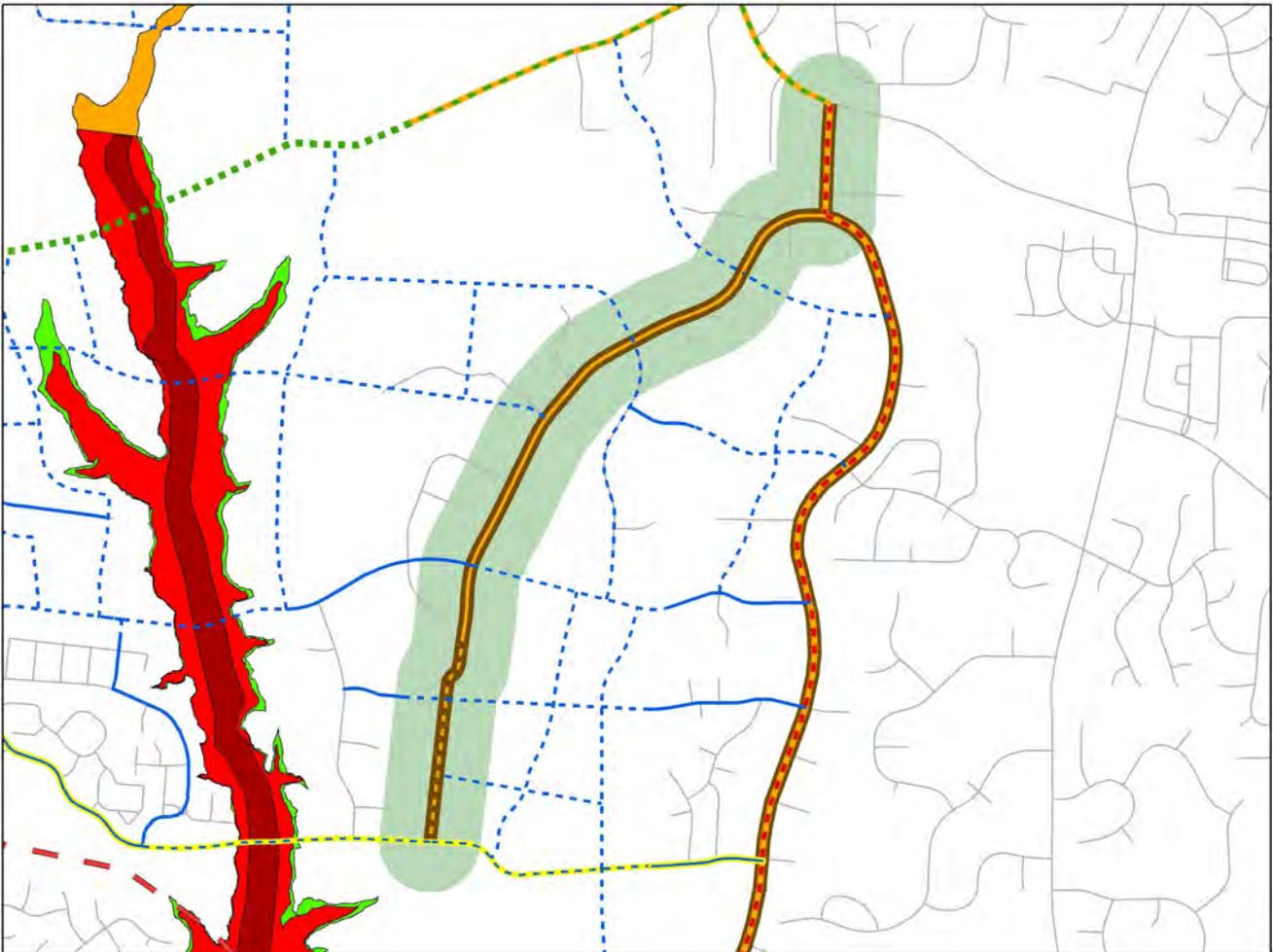
Salem Church Road is a short minor thoroughfare that has decreased in necessity with the increased use of Davis Drive and Old Apex Road in Cary. The road connects these two other thoroughfares and provides access to Salem Baptist Church and several neighborhoods. In addition, Salem Church Road has an existing crossing of the CSX tracks to Durham; however, due to the low traffic volumes at this intersection, the crossing may be considered for consolidation in the future.



Smith Road

Vision and Purpose

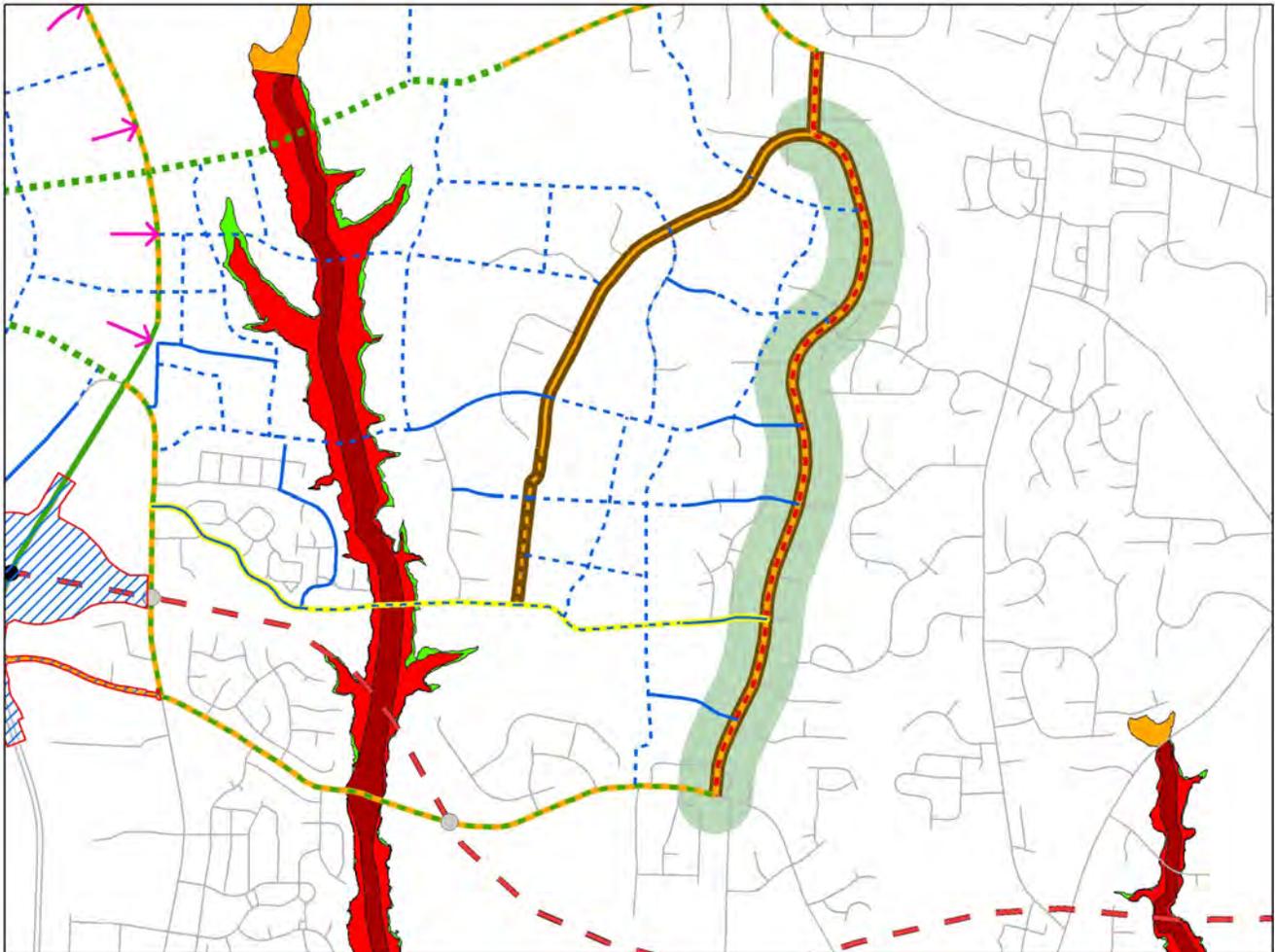
Smith Road and the surrounding area were added into the town's jurisdiction during the 2007 expansion of the ETJ. The existing dendritic street network in the area relies solely on Smith Road for its access to the rest of the region. Roughly 180 houses and 25,000 feet of roads are served by Smith Road alone prior to its connection with Stephenson Road. To better ensure future connectivity for emergency response, Smith Road should be integrated into the overall road network in Apex with, at minimum, a connection to NC 55, Stephenson Road, and Sunset Lake Road.



Stephenson Road

Vision and Purpose

Stephenson Road is the easternmost thoroughfare in Apex. It provides a connection between Ten Ten Road and Sunset Lake Road. The road serves Apex as well as southeast Cary, northeast Holly Springs, and unincorporated Wake County. The road should reflect its rural nature while providing local land use access. Coordination between Apex, Cary, and Holly Springs will be essential to ensure a uniform roadway cross-section.



Sunset Lake Road

Vision and Purpose

Sunset Lake Road serves as the southern boundary between the jurisdictions of Apex and Holly Springs east of NC 55. The road currently crosses Middle Creek and in the future will have a grade-separated crossing of NC 540. Much of the traffic along this road originates in Holly Springs or unincorporated Wake County. With the opening of NC 540, Sunset Lake Road will continue to see an increase in vehicles between east Holly Springs and NC 55. Sunset Lake Road will likely require multiple travel lanes to accommodate the traffic.



Tingen Road

Vision and Purpose

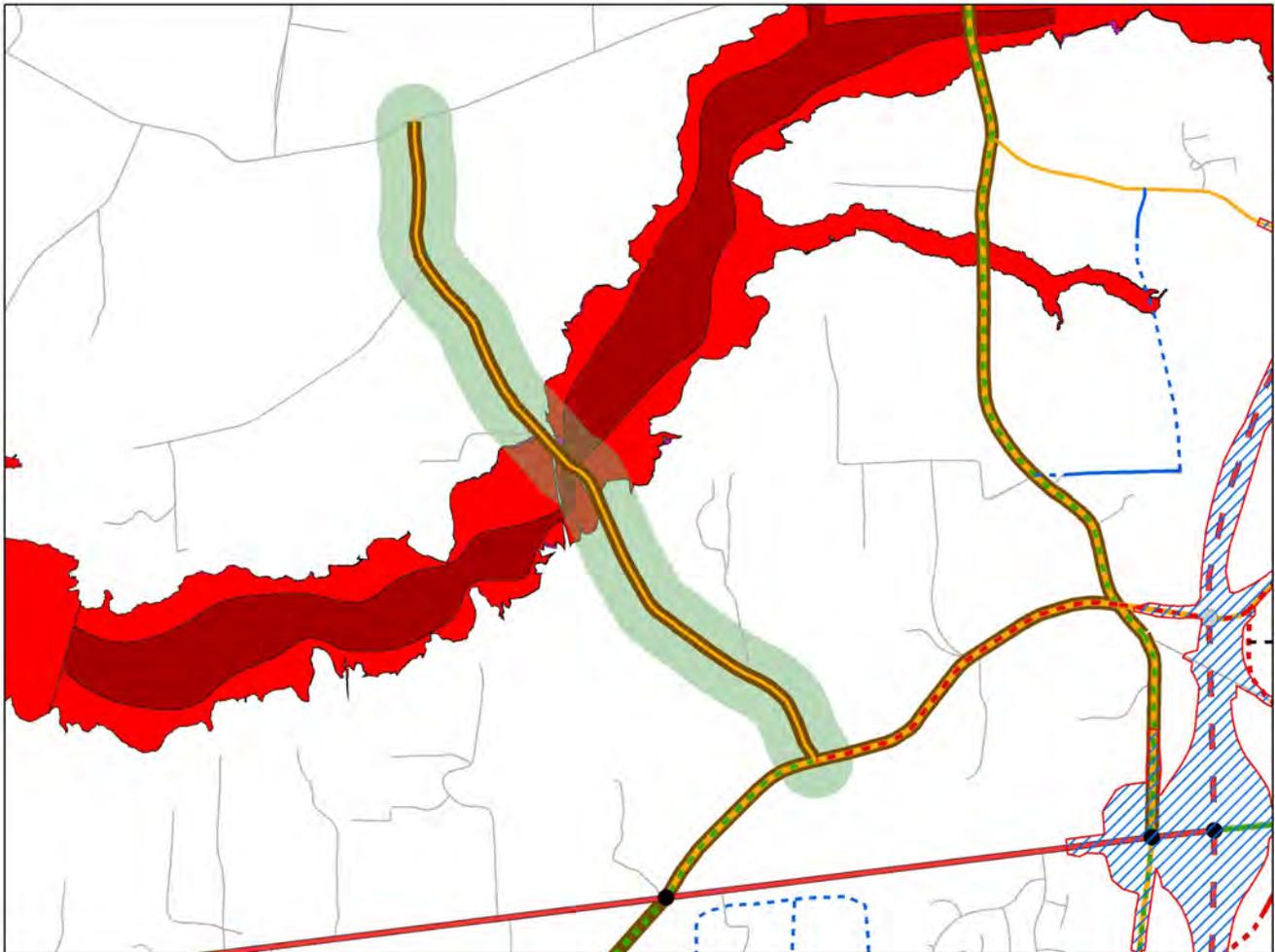
Tingen Road provides a direct connection between downtown Apex and southern Apex. Continuing as Old Holly Springs Apex Road, Tingen Road extends across US 1 into the Veridea property. It connects South Salem Street, James Street, and Apex Peakway, and bridges across US 1. South of the Apex Peakway, Tingen Road should maintain its rural nature.



Wimberly Road

Vision and Purpose

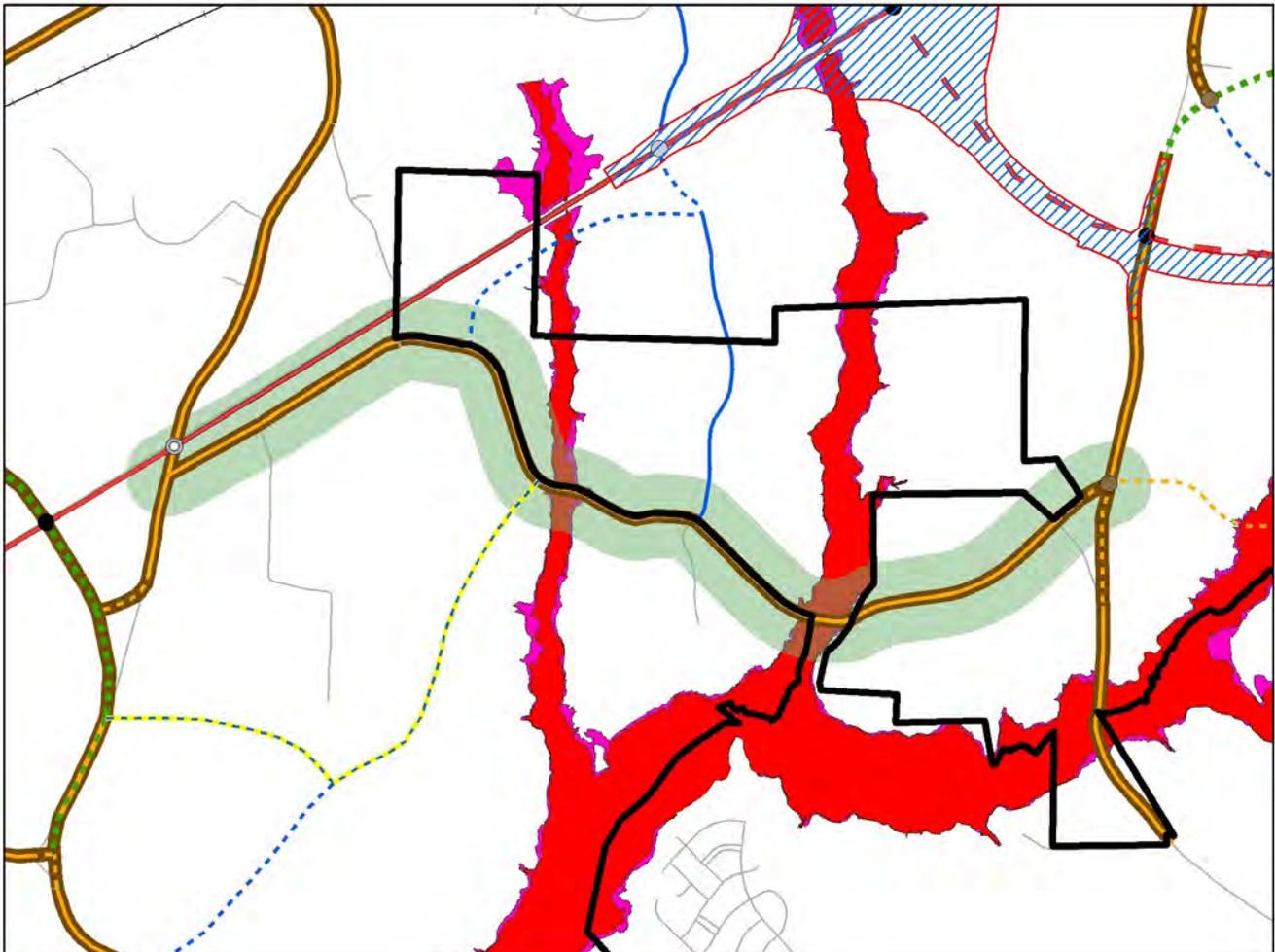
Wimberly Road is a minor rural thoroughfare between Jenks Road and Green Level West Road. When an interchange at Jenks Road and US 64 is constructed, Wimberly Road will likely experience an increase in motor vehicle traffic. Otherwise, the road will predominantly serve a rural area and provide access to the American Tobacco Trail. Wimberly Road also crosses White Oak Creek and will connect to a future greenway into Cary.



Woods Creek Road

Vision and Purpose

Woods Creek Road is a minor rural thoroughfare paralleling US 1. The road connects Friendship Road and Old Holly Springs Road, serving southwest Apex and northwest Holly Springs. The road should remain rural in order to reflect the limited development to take place in the area. Woods Creek Road also crosses two branches of White Oak Creek that feed Harris Lake.



Zeno Road

Vision and Purpose

Zeno Road is a minor thoroughfare connecting Apex Peakway and Beaver Creek Commons Drive. It serves Olive Chapel Village, the WakeMed Apex Healthplex, and Beaver Creek Commons Drive, while providing a parallel route to NC 55. Zeno Road will remain minor even as it develops and should continue to provide access to local land uses.

