Project Sheets

As part of Advance Apex, many of the projects discussed in both Chapter 5 - Roadway Element and Chapter 7 - Transit Element were examined in greater detail. Each project sheet corresponds to an individual roadway, intersection, or transit project recommended through the planning effort. Each sheet provides a description of the project and its key attributes with a corresponding map and/or cross section. For roadway projects, multimodal facilities that currently exist or are planned as part of the project are noted with an “X”, while a “P” indicates partially completed existing facilities. For easy identification, projects are highlighted in a black outline.
PC-1: APEX BARBECUE ROAD WIDENING

**VICINITY MAP**

**DESCRIPTION**

- **PROJECT TYPE**: Widening
- **LENGTH**: 1.32 miles
- **FROM**: Olive Chapel Road
- **TO**: Old US 1
- **CONTEXT AREA**: Suburban/Transit-Oriented Development
- **TIMEFRAME**: Mid-term
- **COST**: $8,700,000

**MULTIMODAL FACILITIES**

**EXISTING**

- [ ] Sidewalk
- [P] Side Path
- [ ] Transit Route
- [ ] On-street Bike
- [ ] Freight Route

**PLANNED**

- [X] Sidewalk
- [X] Side Path
- [X] Transit Route
- [ ] On-street Bike
- [ ] Freight Route

**CHARACTERISTICS**

**EXISTING**

- Lanes: 2
- V/C Ratio: 0.39
- Volume: 6,203

**PLANNED**

- Lanes: 3
- V/C Ratio: 0.34
- Volume: 5,344

**GUIDING PRINCIPLES**

Integrated Growth, Quality of Life, Safety, Mobility and Connectivity

*This is a typical section. Actual cross section is subject to modification.*
**PC-4: APEX PEAKWAY WIDENING**

**Vicinity Map**

**Description**
- **Project Type**: Widening
- **Length**: 0.89 miles
- **From**: Ten Ten Road
- **To**: Laura Duncan Road
- **Context Area**: Town Center/Suburban
- **Timeframe**: Mid-Term
- **Cost**: $8,000,000

**Multimodal Facilities**

**Existing**
- [X] Sidewalk
- [ ] Side Path
- [ ] Transit Route
- [X] On-street Bike
- [ ] Freight Route

**Planned**
- [X] Sidewalk
- [X] Side Path
- [ ] Transit Route
- [ ] On-street Bike
- [ ] Freight Route

**Guiding Principles**
- Downtown, Integrated Growth, Quality of Life, Sense of Place, Mobility and Connectivity

**Characteristics**

**Existing**
- Lanes: 2
- V/C Ratio: 0.67
- Volume: 14,269

**Planned**
- Lanes: 4 with median
- V/C Ratio: 1.04
- Volume: 24,765

*This is a typical section. Actual cross section is subject to modification.*
PC-5: Apex Peakway Widening

**Vicinity Map**

**Description**

- **Project Type**: Widening
- **Length**: 0.51 miles
- **From**: Laura Duncan Road
- **To**: N Salem Street
- **Context Area**: Town Center/Suburban/Transit-Oriented Development
- **Timeframe**: Mid-Term
- **Cost**: $8,000,000

**Multimodal Facilities**

<table>
<thead>
<tr>
<th><strong>Existing</strong></th>
<th><strong>Planned</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
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<tr>
<td>Side Path</td>
<td>Side Path</td>
</tr>
<tr>
<td>Transit Route</td>
<td>Transit Route</td>
</tr>
<tr>
<td>On-street Bike</td>
<td>On-street Bike</td>
</tr>
<tr>
<td>Freight Route</td>
<td>Freight Route</td>
</tr>
</tbody>
</table>

**Characteristics**

<table>
<thead>
<tr>
<th><strong>Existing</strong></th>
<th><strong>Planned</strong></th>
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</thead>
<tbody>
<tr>
<td>Lanes: 2</td>
<td>Lanes: 4 with median</td>
</tr>
<tr>
<td>V/C Ratio: 0.42</td>
<td>V/C Ratio: 0.31</td>
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<tr>
<td>Volume: 6,279</td>
<td>Volume: 9,732</td>
</tr>
</tbody>
</table>

**Guiding Principles**

Downtown, Integrated Growth, Quality of Life, Sense of Place, Mobility and Connectivity

*This is a typical section. Actual cross section is subject to modification.*
PC-7: APEX PEAKWAY WIDENING

VICINITY MAP

GUIDING PRINCIPLES
Downtown, Integrated Growth, Quality of Life, Sense of Place, Mobility and Connectivity

DESCRIPTION
PROJECT TYPE: Widening
LENGTH: 1.6 miles
FROM: N Salem Street
TO: S Salem Street
CONTEXT AREA: Town Center/Suburban/Transit-Oriented Development
TIMEFRAME: Near-Term
COST: $20,000,000

MULTIMODAL FACILITIES
EXISTING
[ X ] Sidewalk
[ ] Side Path
[ ] Transit Route
[ ] On-street Bike
[ ] Freight Route

PLANNED
[ X ] Sidewalk
[ X ] Side Path
[ ] Transit Route
[ ] On-street Bike
[ ] Freight Route

CHARACTERISTICS
EXISTING
Lanes: 2
V/C Ratio: 0.34
Volume: 5,559

PLANNED
Lanes: 4 with median
V/C Ratio: 0.40
Volume: 10,631

*This is a typical section. Actual cross section is subject to modification.
**PC-8: Perry Road Extension New Location**

**Guiding Principles**
Integrated Growth, Mobility and Connectivity

**Description**

- **Project Type:** New Location
- **Length:** 1.90 miles
- **From:** Apex Peakway
- **To:** NC 55 Bypass
- **Context Area:** Transit-Oriented Development
- **Timeframe:** Long-Term
- **Cost:** $24,300,000

**Multimodal Facilities**

<table>
<thead>
<tr>
<th>Existing</th>
<th>Planned</th>
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<tbody>
<tr>
<td>Sidewalk</td>
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<td>Side Path</td>
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<tr>
<td>Transit Route</td>
<td>Transit Route</td>
</tr>
<tr>
<td>On-street Bike</td>
<td>On-street Bike</td>
</tr>
<tr>
<td>Freight Route</td>
<td>Freight Route</td>
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</tbody>
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**Characteristics**

<table>
<thead>
<tr>
<th>Existing</th>
<th>Planned</th>
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</thead>
<tbody>
<tr>
<td>Lanes: N/A</td>
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<tr>
<td>V/C Ratio: N/A</td>
<td>V/C Ratio: 0.52</td>
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<tr>
<td>Volume: N/A</td>
<td>Volume: 16,929</td>
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*This is a typical section. Actual cross section is subject to modification.*
PC-9: DAVIS DRIVE WIDENING & NEW LOCATION

VICINITY MAP

DESCRIPTION

PROJECT TYPE
Widening/New Location

LENGTH
1.10 miles

FROM
US 64

TO
Farmpond Road

CONTEXT AREA
Suburban/Transit-Oriented Development

TIMEFRAME
Near-Term

COST
$10,000,000

MULTIMODAL FACILITIES

EXISTING
[ ] Sidewalk
[ ] Side Path
[ ] Transit Route
[ ] On-street Bike
[ ] Freight Route

PLANNED
[ X ] Sidewalk
[ X ] Side Path
[ ] Transit Route
[ ] On-street Bike
[ X ] Freight Route

CHARACTERISTICS

EXISTING
Lanes: 2
V/C Ratio: 0.95
Volume: 23,976

PLANNED
Lanes: 4 with median
V/C Ratio: 0.67
Volume: 30,560

GUIDING PRINCIPLES

Integrated Growth, Quality of Life, Safety, Mobility and Connectivity

*This is a typical section. Actual cross section is subject to modification.*
PC-11: GLADSONG DRIVE CONNECTION

VICEITY MAP

DESCRIPTION

PROJECT TYPE  New Location
LENGTH  0.72 miles
FROM  Horton Park Drive
TO  NC 55
CONTEXT AREA  Suburban
TIMEFRAME  Near-Term
COST  $5,100,000

MULTIMODAL FACILITIES

EXISTING  PLANNED
 Sidewalk  Sidewalk
 Side Path  Side Path
 Transit Route  Transit Route
 On-street Bike  On-street Bike
 Freight Route  Freight Route

CHARACTERISTICS

EXISTING  PLANNED
Lanes: N/A  Lanes: 2
V/C Ratio: N/A  V/C Ratio: 0.34
Volume: N/A  Volume: N/A

GUIDING PRINCIPLES
Integrated Growth, Mobility and Connectivity

*This is a typical section. Actual cross section is subject to modification.
PC-14: HOLLAND ROAD EXTENSION NEW LOCATION

VICINITY MAP

DESCRIPTION

PROJECT TYPE
New Location

LENGTH
0.71 miles

FROM
Kelly Road

TO
S Salem Street

CONTEXT AREA
Suburban/Transit-Oriented Development

TIMEFRAME
Mid-Term

COST
$15,000,000

MULTIMODAL FACILITIES

EXISTING

[ ] Sidewalk

[ ] Side Path

[ ] Transit Route

[ ] On-street Bike

[ ] Freight Route

PLANNED

[ X ] Sidewalk

[ ] Side Path

[ ] Transit Route

[ ] On-street Bike

[ ] Freight Route

CHARACTERISTICS

EXISTING

Lanes: N/A

V/C Ratio: N/A

Volume: N/A

PLANNED

Lanes: 3

V/C Ratio: 0.35

Volume: 1,961

*This is a typical section. Actual cross section is subject to modification.
PC-18: Horton Ridge Boulevard Connection

**Vicinity Map**

**Description**
- **Project Type**: New Location
- **Length**: 1.19 miles
- **From**: Horton Ridge Boulevard
- **To**: Richardson Road
- **Context Area**: Suburban
- **Timeframe**: Mid-Term
- **Cost**: $11,000,000

**Multimodal Facilities**

**Existing**
- Sidewalk
- Side Path
- Transit Route
- On-street Bike
- Freight Route

**Planned**
- Sidewalk
- Side Path
- Transit Route
- On-street Bike
- Freight Route

**Characteristics**

**Existing**
- Lanes: N/A
- V/C Ratio: N/A
- Volume: N/A

**Planned**
- Lanes: 2
- V/C Ratio: N/A
- Volume: N/A

*This is a typical section. Actual cross section is subject to modification.*
**PC-20: JENKS ROAD WIDENING**

### VICINITY MAP

![Map of the vicinity of Jenks Road widening project]

### DESCRIPTION

<table>
<thead>
<tr>
<th>PROJECT TYPE</th>
<th>Widening</th>
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<tbody>
<tr>
<td>LENGTH</td>
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</tr>
<tr>
<td>FROM</td>
<td>NC 55</td>
</tr>
<tr>
<td>TO</td>
<td>Wimberly Road</td>
</tr>
<tr>
<td>CONTEXT AREA</td>
<td>Suburban/Transit-Oriented Development</td>
</tr>
<tr>
<td>TIMEFRAME</td>
<td>Mid-Term</td>
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<tr>
<td>COST</td>
<td>$7,800,000</td>
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### MULTIMODAL FACILITIES

<table>
<thead>
<tr>
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<th>PLANNED</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Transit Route</td>
<td>Transit Route</td>
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<tr>
<td>On-street Bike</td>
<td>On-street Bike</td>
</tr>
<tr>
<td>Freight Route</td>
<td>Freight Route</td>
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### CHARACTERISTICS

<table>
<thead>
<tr>
<th>EXISTING</th>
<th>PLANNED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes: 2</td>
<td>Lanes: 3</td>
</tr>
<tr>
<td>V/C Ratio: 0.20</td>
<td>V/C Ratio: 0.30</td>
</tr>
<tr>
<td>Volume: 7,224</td>
<td>Volume: 4,914</td>
</tr>
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</table>

*This is a typical section. Actual cross section is subject to modification.*
PC-21: JENKS ROAD WIDENING & REALIGNMENT

VICINITY MAP

PROJECT TYPE: Widening/Realignment
LENGTH: 0.51 miles
FROM: Wimberly Road
TO: US 64
CONTEXT AREA: Suburban
TIMEFRAME: Near-Term
COST: $1,800,000*
*Does not include Intersection

MULTIMODAL FACILITIES

EXISTING
[ ] Sidewalk
[ ] Side Path
[ ] Transit Route
[ ] On-street Bike
[ ] Freight Route

PLANNED
[ X ] Sidewalk
[ X ] Side Path
[ ] Transit Route
[ ] On-street Bike
[ ] Freight Route

CHARACTERISTICS

EXISTING
Lanes: 2
V/C Ratio: 0.16
Volume: 3,868

PLANNED
Lanes: 4 with median
V/C Ratio: 0.28
Volume: 8,614

GUIDING PRINCIPLES
Integrated Growth, Safety, Mobility and Connectivity

Roadway Recommendations
Lanes: 4 with median
V/C Ratio: 0.28
Volume: 8,614

*This is a typical section. Actual cross section is subject to modification.
PC-23: JESSIE DRIVE (EXTENSION) NEW LOCATION

VICINITY MAP

DESCRIPTION

PROJECT TYPE  New Location
LENGTH  2.67 miles
FROM  NC 55
TO  Tingen Road
CONTEXT AREA  Transit-Oriented Development
TIMEFRAME  Near-Term
COST  $31,600,000

MULTIMODAL FACILITIES

EXISTING  PLANNED
[ ] Sidewalk  [ ] Sidewalk
[ ] Side Path  [ X ] Side Path
[ ] Transit Route  [ X ] Transit Route
[ ] On-street Bike  [ ] On-street Bike
[ ] Freight Route  [ X ] Freight Route

CHARACTERISTICS

EXISTING  PLANNED
Lanes: N/A  Lanes: 4 with median
V/C Ratio: N/A  V/C Ratio: 0.27
Volume: N/A  Volume: 8,274

GUIDING PRINCIPLES

Integrated Growth, Safety, Mobility and Connectivity

*This is a typical section. Actual cross section is subject to modification.
**PC-25: Kelly Road Widening**

**VICINITY MAP**

**DESCRIPTION**
- **PROJECT TYPE:** Widening
- **LENGTH:** 5.23 miles
- **FROM:** Jenks Road
- **TO:** Old US 1
- **CONTEXT AREA:** Suburban
- **TIMEFRAME:** Near-Term
- **COST:** $48,300,000

**MULTIMODAL FACILITIES**

<table>
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<th>PLANNED</th>
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<tbody>
<tr>
<td>[ P ] Sidewalk</td>
<td>[ X ] Sidewalk</td>
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<tr>
<td>[ ] Side Path</td>
<td>[ X ] Side Path</td>
</tr>
<tr>
<td>[ ] Transit Route</td>
<td>[ X ] Transit Route</td>
</tr>
<tr>
<td>[ ] On-street Bike</td>
<td>[ X ] On-street Bike</td>
</tr>
<tr>
<td>[ ] Freight Route</td>
<td>[ ] Freight Route</td>
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**CHARACTERISTICS**

<table>
<thead>
<tr>
<th>EXISTING</th>
<th>PLANNED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes: 2</td>
<td>Lanes: 4 with median</td>
</tr>
<tr>
<td>V/C Ratio: 0.43</td>
<td>V/C Ratio: 0.26</td>
</tr>
<tr>
<td>Volume: 9,434</td>
<td>Volume: 12,177</td>
</tr>
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*This is a typical section. Actual cross section is subject to modification.*
PC-26: LAURA DUNCAN ROAD WIDENING

VICINITY MAP

GUIDING PRINCIPLES
Downtown, Quality of Life, Safety, Sense of Place, Mobility and Connectivity

DESCRIPTION
PROJECT TYPE
Widening

LENGTH
1.08 miles

FROM
Hunter Street

TO
Apex High School

CONTEXT AREA
Town Center/Transit-Oriented Development

TIMEFRAME
Near-Term

COST
$7,100,000

MULTIMODAL FACILITIES

EXISTING
[ X ] Sidewalk
[ P ] Side Path
[ ] Transit Route
[ ] On-street Bike
[ ] Freight Route

PLANNED
[ X ] Sidewalk
[ X ] Side Path
[ X ] Transit Route
[ X ] On-street Bike*
[ ] Freight Route

*Shared lanes from Hunter Street to Apex Peakway

CHARACTERISTICS

EXISTING
Lanes: 2
V/C Ratio: 0.63
Volume: 11,786

PLANNED
Lanes: 3
V/C Ratio: 0.44
Volume: 15,538

*This is a typical section. Actual cross section is subject to modification.
PC-27: MILANO AVENUE CONNECTION

VICINITY MAP

DESCRIPTION

- PROJECT TYPE: New Collector
- LENGTH: 0.11 miles
- FROM: Mount Zion Church Road
- TO: Milano Avenue
- CONTEXT AREA: Suburban/Rural
- TIMEFRAME: Near-Term
- COST: $1,400,000

MULTIMODAL FACILITIES

EXISTING
- Sidewalk
- Side Path
- Transit Route
- On-street Bike
- Freight Route

PLANNED
- Sidewalk
- Side Path
- Transit Route
- On-street Bike
- Freight Route

CHARACTERISTICS

EXISTING
- Lanes: N/A
- V/C Ratio: N/A
- Volume: N/A

PLANNED
- Lanes: 2
- V/C Ratio: N/A
- Volume: N/A

GUIDING PRINCIPLES

Mobility and Connectivity

*This is a typical section. Actual cross section is subject to modification.*
**PC-28: N Salem Street Widening**

**Guiding Principles**
Integrated Growth, Safety, Mobility and Connectivity

**Vicinity Map**

**Description**
- **Project Type**: Widening
- **Length**: 0.64 miles
- **From**: Apex Peakway
- **To**: US 64
- **Context Area**: Suburban/Transit-Oriented Development
- **Timeframe**: Near-Term
- **Cost**: $3,000,000

**Multimodal Facilities**

<table>
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<th>Existing</th>
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<tbody>
<tr>
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<td>Side Path</td>
<td>Side Path</td>
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<tr>
<td>Transit Route</td>
<td>Transit Route</td>
</tr>
<tr>
<td>On-street Bike</td>
<td>On-street Bike</td>
</tr>
<tr>
<td>Freight Route</td>
<td>Freight Route</td>
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**Characteristics**

<table>
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<th>Planned</th>
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<tr>
<td>Lanes: 2</td>
<td>Lanes: 3</td>
</tr>
<tr>
<td>V/C Ratio: 1.0</td>
<td>V/C Ratio: 1.47</td>
</tr>
<tr>
<td>Volume: 19,607</td>
<td>Volume: 24,213</td>
</tr>
</tbody>
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*This is a typical section. Actual cross section is subject to modification.*
PC-32: OLD RALEIGH ROAD/LAKE PINE ROAD WIDENING

**VICINITY MAP**

**DESCRIPTION**

**PROJECT TYPE**
Corridor - Widening

**LENGTH**
1.08 miles

**FROM**
Apex Peakway

**TO**
Old Raleigh Road

**CONTEXT AREA**
Suburban

**TIMEFRAME**
Mid-Term

**COST**
$13,000,000

**MULTIMODAL FACILITIES**

**EXISTING**

- Sidewalk
- Side Path
- Transit Route
- On-street Bike
- Freight Route

**PLANNED**

- Sidewalk
- Side Path
- Transit Route
- On-street Bike
- Freight Route

**CHARACTERISTICS**

**EXISTING**

- Lanes: 2
- V/C Ratio: 0.57
- Volume: 8,780

**PLANNED**

- Lanes: 4 with median
- V/C Ratio: 0.38
- Volume: 10,963

*This is a typical section. Actual cross section is subject to modification.*
PC-37: Percussion Drive Connection

**Vicinity Map**

**Description**
- **Project Type**: New Minor Collector
- **Length**: 1.47 miles
- **From**: Smith Road
- **To**: Sunset Lake Road
- **Context Area**: Suburban
- **Timeframe**: Mid-Term
- **Cost**: $8,700,000

**Multimodal Facilities**

<table>
<thead>
<tr>
<th>Existing</th>
<th>Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>[ ] Sidewalk</td>
<td>[X] Sidewalk</td>
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<tr>
<td>[ ] Side Path</td>
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<tr>
<td>[ ] Transit Route</td>
<td>[ ] Transit Route</td>
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<tr>
<td>[ ] On-street Bike</td>
<td>[ ] On-street Bike</td>
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<tr>
<td>[ ] Freight Route</td>
<td>[ ] Freight Route</td>
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</tbody>
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**Characteristics**

<table>
<thead>
<tr>
<th>Existing</th>
<th>Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes: N/A</td>
<td>Lanes: 2</td>
</tr>
<tr>
<td>V/C Ratio: N/A</td>
<td>V/C Ratio: N/A</td>
</tr>
<tr>
<td>Volume: N/A</td>
<td>Volume: N/A</td>
</tr>
</tbody>
</table>

**Guiding Principles**

Integrated Growth, Mobility, and Connectivity

*This is a typical section. Actual cross section is subject to modification.
PC-38: PRODUCTION DRIVE CONNECTION

VICINITY MAP

DESCRIPTION

PROJECT TYPE: New Major Collector
LENGTH: 0.67 miles
FROM: Reliance Avenue
TO: Jessie Drive
CONTEXT AREA: Suburban
TIMEFRAME: Near-Term
COST: $5,900,000

MULTIMODAL FACILITIES

EXISTING
- Sidewalk
- Side Path
- Transit Route
- On-street Bike
- Freight Route

PLANNED
- Sidewalk
- Side Path
- Transit Route
- On-street Bike
- Freight Route

CHARACTERISTICS

EXISTING
- Lanes: N/A
- V/C Ratio: N/A
- Volume: N/A

PLANNED
- Lanes: 2
- V/C Ratio: N/A
- Volume: N/A

GUIDING PRINCIPLES

Integrated Growth, Mobility and Connectivity

*This is a typical section. Actual cross section is subject to modification.*
PC-39: REUNION CREEK PARKWAY CONNECTION

VICINITY MAP

DESCRIPTION

PROJECT TYPE  New Collector
LENGTH  0.38 miles
FROM  Existing Reunion Creek Parkway
TO  Smith Road
CONTEXT AREA  Suburban
TIMEFRAME  Near-Term
COST  $3,100,000

MULTIMODAL FACILITIES

EXISTING  PLANNED
[ ] Sidewalk  [X] Sidewalk
[ ] Side Path  [X] Side Path
[ ] Transit Route  [ ] Transit Route
[ ] On-street Bike  [ ] On-street Bike
[ ] Freight Route  [ ] Freight Route

CHARACTERISTICS

EXISTING  PLANNED
Lanes: N/A  Lanes: 2
V/C Ratio: N/A  V/C Ratio: N/A
Volume: N/A  Volume: N/A

GUIDING PRINCIPLES

Integrated Growth, Quality of Life, Safety, Mobility and Connectivity

*This is a typical section. Actual cross section is subject to modification.*
PC-40: RICHARDSON ROAD NEW LOCATION

VICINITY MAP

DESCRIPTION
- **PROJECT TYPE**: New Location
- **LENGTH**: 2.33 miles
- **FROM**: Humie Olive Road
- **TO**: Old US 1
- **CONTEXT AREA**: Suburban
- **TIMEFRAME**: Near-Term
- **COST**: $22,600,000

MULTIMODAL FACILITIES

<table>
<thead>
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<tr>
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<td>[ ] Side Path</td>
<td>[ X ] Side Path</td>
</tr>
<tr>
<td>[ ] Transit Route</td>
<td>[ ] Transit Route</td>
</tr>
<tr>
<td>[ ] On-street Bike</td>
<td>[ ] On-street Bike</td>
</tr>
<tr>
<td>[ ] Freight Route</td>
<td>[ ] Freight Route</td>
</tr>
<tr>
<td>[ ] Street-Side Greenway</td>
<td>[ X ] Street-Side Greenway</td>
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</table>

CHARACTERISTICS

<table>
<thead>
<tr>
<th>EXISTING</th>
<th>PLANNED</th>
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</thead>
<tbody>
<tr>
<td>Lanes: N/A</td>
<td>Lanes: 4 with median</td>
</tr>
<tr>
<td>V/C Ratio: N/A</td>
<td>V/C Ratio: 0.17</td>
</tr>
<tr>
<td>Volume: 2,345</td>
<td>Volume: 10,718</td>
</tr>
</tbody>
</table>

GUIDING PRINCIPLES

Integrated Growth, Mobility and Connectivity

*This is a typical section. Actual cross section is subject to modification. Street-Side Greenway is not shown in cross-section.*
# PC-41: Richardson Road New Location

## Vicinity Map

![Vicinity Map](image)

## Description

<table>
<thead>
<tr>
<th>Project Type</th>
<th>New Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>0.91 miles</td>
</tr>
<tr>
<td>From</td>
<td>Old US 1</td>
</tr>
<tr>
<td>To</td>
<td>US 1</td>
</tr>
<tr>
<td>Context Area</td>
<td>Suburban</td>
</tr>
<tr>
<td>Timeframe</td>
<td>Long-Term</td>
</tr>
<tr>
<td>Cost</td>
<td>$17,900,000*</td>
</tr>
</tbody>
</table>

*Does not include interchange

## Multimodal Facilities

<table>
<thead>
<tr>
<th>Existing</th>
<th>Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>Sidewalk</td>
</tr>
<tr>
<td>Side Path</td>
<td>Side Path</td>
</tr>
<tr>
<td>Transit Route</td>
<td>Transit Route</td>
</tr>
<tr>
<td>On-street Bike</td>
<td>On-street Bike</td>
</tr>
<tr>
<td>Freight Route</td>
<td>Freight Route</td>
</tr>
<tr>
<td>Street-Side Greenway</td>
<td>Street-Side Greenway</td>
</tr>
</tbody>
</table>

## Characteristics

<table>
<thead>
<tr>
<th>Existing</th>
<th>Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes: 2</td>
<td>Lanes: 3</td>
</tr>
<tr>
<td>V/C Ratio: N/A</td>
<td>V/C Ratio: 0.55</td>
</tr>
<tr>
<td>Volume: 5,005</td>
<td>Volume: 6,904</td>
</tr>
</tbody>
</table>

---

*This is a typical section. Actual cross section is subject to modification. Street-Side Greenway is not shown in cross-section.
PC-44: ROBERTS ROAD WIDENING

**VICINITY MAP**

![Vicinity Map Image]

**DESCRIPTION**

- **PROJECT TYPE**: Widening
- **LENGTH**: 1.46 miles
- **FROM**: Green Level Church Road
- **TO**: Jenks Road
- **CONTEXT AREA**: Suburban
- **TIMEFRAME**: Near-Term
- **COST**: $10,500,000

**MULTIMODAL FACILITIES**

<table>
<thead>
<tr>
<th>EXISTING</th>
<th>PLANNED</th>
</tr>
</thead>
<tbody>
<tr>
<td>[ P ] Sidewalk</td>
<td>[ X ] Sidewalk</td>
</tr>
<tr>
<td>[ ] Side Path</td>
<td>[ X ] Side Path</td>
</tr>
<tr>
<td>[ ] Transit Route</td>
<td>[ ] Transit Route</td>
</tr>
<tr>
<td>[ ] On-street Bike</td>
<td>[ ] On-street Bike</td>
</tr>
<tr>
<td>[ ] Freight Route</td>
<td>[ ] Freight Route</td>
</tr>
</tbody>
</table>

**CHARACTERISTICS**

<table>
<thead>
<tr>
<th>EXISTING</th>
<th>PLANNED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes: 2</td>
<td>Lanes: 3</td>
</tr>
<tr>
<td>V/C Ratio: 0.06</td>
<td>V/C Ratio: 0.55</td>
</tr>
<tr>
<td>Volume: 6,262</td>
<td>Volume: 6,904</td>
</tr>
</tbody>
</table>

---

*This is a typical section. Actual cross section is subject to modification.*
### PC-45: S Salem Street Realignment

#### VICINITY MAP

![VICINITY MAP](image)

#### DESCRIPTION

**PROJECT TYPE**: Realignment  
**LENGTH**: 0.56 miles  
**FROM**: Existing S. Salem Street  
**TO**: Future Major Collector  
**CONTEXT AREA**: Transit-Oriented Development  
**TIMEFRAME**: Long-Term  
**COST**: $7,000,000

#### MULTIMODAL FACILITIES

<table>
<thead>
<tr>
<th><strong>EXISTING</strong></th>
<th><strong>PLANNED</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>[ ] Sidewalk</td>
<td>[ X ] Sidewalk</td>
</tr>
<tr>
<td>[ ] Side Path</td>
<td>[ ] Side Path</td>
</tr>
<tr>
<td>[ ] Transit Route</td>
<td>[ X ] Transit Route</td>
</tr>
<tr>
<td>[ ] On-street Bike</td>
<td>[ X ] On-street Bike</td>
</tr>
<tr>
<td>[ ] Freight Route</td>
<td>[ ] Freight Route</td>
</tr>
</tbody>
</table>

#### CHARACTERISTICS

<table>
<thead>
<tr>
<th><strong>EXISTING</strong></th>
<th><strong>PLANNED</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes: 2</td>
<td>Lanes: 4 with median</td>
</tr>
<tr>
<td>V/C Ratio: 0.43</td>
<td>V/C Ratio: 0.25</td>
</tr>
<tr>
<td>Volume: 6,111</td>
<td>Volume: 6,959</td>
</tr>
</tbody>
</table>

*This is a typical section. Actual cross section is subject to modification.*
PI-2: APEX BARBECUE ROAD AT S SALEM STREET ROUNDABOUT

Vicinity Map

Description

**Project Type**: Intersection

**Street**: Apex Barbecue Road

**X-Street**: S Salem Street

**Context Area**: Transit-Oriented Development

**Timeframe**: Mid-Term

**Cost**: $3,100,000

Intersection Details

**Improvement Type**

- [ ] Intersection Realignment
- [ ] Roundabout
- [ ] Grade Separation
- [ ] Interchange (new)
- [ ] Interchange (improved)

Guiding Principles

Integrated Growth, Safety

Intersection Recommendations

0.00
0.05
0.10
0.15
0.20
0.25
0.30

---

B26
PI-3: CULVERT STREET AT CENTER STREET ROUNDABOUT

VICINITY MAP

DESCRIPTION
PROJECT TYPE  Intersection
STREET  Culvert Street
X-STREET  Center Street
CONTEXT AREA  Town Center
TIMEFRAME  Long-Term
COST  $3,000,000

INTERSECTION DETAILS
IMPROVEMENT TYPE
[ ] Intersection Realignment
[X] Roundabout
[ ] Grade Separation
[ ] Interchange (new)
[ ] Interchange (improved)

GUIDING PRINCIPLES
Downtown, Safety, Sense of Place
PI-4: GREEN LEVEL WEST ROAD AT WIMBERLY ROAD ROUNDABOUT

VICINITY MAP

DESCRIPTION

- PROJECT TYPE: Intersection
- STREET: Green Level West Road
- X-STREET: Wimberly Road
- CONTEXT AREA: Rural/Suburban
- TIMEFRAME: Long-Term
- COST: $4,000,000

INTERSECTION DETAILS

- IMPROVEMENT TYPE:
  - [ ] Intersection Realignment
  - [X] Roundabout
  - [ ] Grade Separation
  - [ ] Interchange (new)
  - [ ] Interchange (improved)

GUIDING PRINCIPLES

- Safety
PI-6: HOLLAND ROAD AT KELLY ROAD ROUNDABOUT

VICINITY MAP

DESCRIPTION

- **PROJECT TYPE**: Intersection
- **STREET**: Holland Road
- **X-STREET**: Kelly Road
- **CONTEXT AREA**: Suburban
- **TIMEFRAME**: Long-Term
- **COST**: $3,100,000

INTERSECTION DETAILS

- **IMPROVEMENT TYPE**
  - [ ] Intersection Realignment
  - [X] Roundabout
  - [ ] Grade Separation
  - [ ] Interchange (new)
  - [ ] Interchange (improved)

GUIDING PRINCIPLES

 Integrated Growth, Safety, Mobility and Connectivity
PI-7: HOLLAND ROAD AT NC 540 GRADE SEPARATION

VICINITY MAP

DESCRIPTION

PROJECT TYPE: Intersection
STREET: Holland Road
X-STREET: NC 540
CONTEXT AREA: Surban/Transit-Oriented Development
TIMEFRAME: Mid-Term
COST: $12,400,000

INTERSECTION DETAILS

IMPROVEMENT TYPE

[ ] Intersection Realignment
[ ] Roundabout
[ X ] Grade Separation
[ ] Interchange (new)
[ ] Interchange (improved)

GUIDING PRINCIPLES

Integrated Growth, Safety, Mobility and Connectivity
PI-8: HOLT ROAD AT OLD JENKS ROAD ROUNDABOUT

VICINITY MAP

DESCRIPTION
PROJECT TYPE: Intersection
STREET: Holt Road
X-STREET: Old Jenks Road (east)
CONTEXT AREA: Suburban/Transit-Oriented Development
TIMEFRAME: Long-Term
COST: $3,100,000

INTERSECTION DETAILS
IMPROVEMENT TYPE
[ ] Intersection Realignment
[X] Roundabout
[ ] Grade Separation
[ ] Interchange (new)
[ ] Interchange (improved)

GUIDING PRINCIPLES
Integrated Growth, Safety
**PI-10: JAMES STREET AT S HUGHES STREET ROUNDABOUT**

**VICINITY MAP**

**DESCRIPTION**

- **PROJECT TYPE**: Intersection
- **STREET**: James Street
- **X-STREET**: S Hughes Street
- **CONTEXT AREA**: Town Center
- **TIMEFRAME**: Near-Term
- **COST**: $3,100,000

**INTERSECTION DETAILS**

**IMPROVEMENT TYPE**

- [ ] Intersection Realignment
- [ X ] Roundabout
- [ ] Grade Separation
- [ ] Interchange (new)
- [ ] Interchange (improved)

**GUIDING PRINCIPLES**

Downtown, Safety, Sense of Place
PI-14: VERIDEA PARKWAY INTERSECTION REALIGNMENT

**VICINITY MAP**

**DESCRIPTION**

- **PROJECT TYPE**: Intersection
- **STREET**: Veridea Parkway
- **X-STREET**: Future Jessie Drive
- **CONTEXT AREA**: Transit-Oriented Development
- **TIMEFRAME**: Long-Term
- **COST**: $3,100,000

**INTERSECTION DETAILS**

**IMPROVEMENT TYPE**

- [X] Intersection Realignment
- [ ] Roundabout
- [ ] Grade Separation
- [ ] Interchange (new)
- [ ] Interchange (improved)

**GUIDING PRINCIPLES**

Integrated Growth, Mobility and Connectivity
**PI-15: OLD RALEIGH ROAD/HUNTER STREET AT LAURA DUNCAN ROAD/MASON STREET ROUNDABOUT**

### VICINITY MAP

**DESCRIPTION**

<table>
<thead>
<tr>
<th>PROJECT TYPE</th>
<th>Roundabout</th>
</tr>
</thead>
<tbody>
<tr>
<td>STREET</td>
<td>Old Raleigh Road/ Hunter Street</td>
</tr>
<tr>
<td>X-STREET</td>
<td>Laura Duncan Road/Mason Street</td>
</tr>
<tr>
<td>CONTEXT AREA</td>
<td>Town Center</td>
</tr>
<tr>
<td>TIMEFRAME</td>
<td>Near-Term</td>
</tr>
<tr>
<td>COST</td>
<td>$3,400,000</td>
</tr>
</tbody>
</table>

### INTERSECTION DETAILS

**IMPROVEMENT TYPE**

- [ ] Intersection Realignment
- [ X ] Roundabout
- [ ] Grade Separation
- [ ] Interchange (new)
- [ ] Interchange (improved)

### GUIDING PRINCIPLES

Downtown, Quality of Life, Safety, Sense of Place
**PI-16: OLIVE CHAPEL ROAD AT NEW HILL OLIVE CHAPEL ROAD INTERSECTION REALIGNMENT**

**VICINITY MAP**

**DESCRIPTION**

**PROJECT TYPE**  
Intersection

**STREET**  
Olive Chapel Road

**X-STREET**  
New Hill Olive Chapel Road

**CONTEXT AREA**  
Rural

**TIMEFRAME**  
Near-Term

**COST**  
$6,000,000

**INTERSECTION DETAILS**

**IMPROVEMENT TYPE**

- [ X ] Intersection Realignment
- [ ] Roundabout
- [ ] Grade Separation
- [ ] Interchange (new)
- [ ] Interchange (improved)

**GUIDING PRINCIPLES**

Safety

**EXISTING AERIAL IMAGERY HERE**

**INTERSECTION RECOMMENDATIONS**

0.065 Miles

**PI-16: OLIVE CHAPEL ROAD AT NEW HILL OLIVE CHAPEL ROAD INTERSECTION REALIGNMENT**

**GUIDING PRINCIPLES**

Safety
PI-17: PERRY ROAD AT S HUGHES STREET ROUNDABOUT

**VICINITY MAP**

**DESCRIPTION**

- **PROJECT TYPE**: Intersection
- **STREET**: Perry Road
- **X-STREET**: S Hughes Street
- **CONTEXT AREA**: Town Center
- **TIMEFRAME**: Near-Term
- **COST**: $3,100,000

**INTERSECTION DETAILS**

- **IMPROVEMENT TYPE**
  - [ ] Intersection Realignment
  - [X] Roundabout
  - [ ] Grade Separation
  - [ ] Interchange (new)
  - [ ] Interchange (improved)

**GUIDING PRINCIPLES**

Downtown, Safety, Sense of Place
PI-18: PLEASANT PLAINS AT US 1 GRADE SEPARATION

VICINITY MAP

DESCRIPTION

PROJECT TYPE Intersection
STREET Pleasant Plains Road
X-STREET US 1
CONTEXT AREA Suburban
TIMEFRAME Long-Term
COST $12,400,000

INTERSECTION DETAILS

IMPROVEMENT TYPE
[ ] Intersection Realignment
[ ] Roundabout
[X] Grade Separation
[ ] Interchange (new)
[ ] Interchange (improved)

GUIDING PRINCIPLES
Integrated Growth, Safety, Mobility and Connectivity
PI-20: SALEM CHURCH ROAD/DOTSON WAY AT N SALEM STREET/OLD APEX ROAD ROUNDABOUT

VICINITY MAP

DESCRIPTION

PROJECT TYPE: Intersection
STREET: Salem Church Rd/ Dotson Wy
X- STREET: N Salem St/Old Apex Rd
CONTEXT AREA: Suburban
TIMEFRAME: Mid-Term
COST: $5,000,000

INTERSECTION DETAILS

IMPROVEMENT TYPE

[ ] Intersection Realignment
[ X ] Roundabout
[ ] Grade Separation
[ ] Interchange (new)
[ ] Interchange (improved)

GUIDING PRINCIPLES

Safety
PI-21: SCHIEFFELIN ROAD AT US 1 GRADE SEPARATION

**VICINITY MAP**

**DESCRIPTION**

- **PROJECT TYPE**: Intersection
- **STREET**: Schieffelin Road
- **X-STREET**: US 1
- **CONTEXT AREA**: Suburban
- **TIMEFRAME**: Near-Term
- **COST**: $12,400,000

**INTERSECTION DETAILS**

**IMPROVEMENT TYPE**

- [ ] Intersection Realignment
- [ ] Roundabout
- [X] Grade Separation
- [ ] Interchange (new)
- [ ] Interchange (improved)

**GUIDING PRINCIPLES**

Safety, Mobility and Connectivity
**PI-22: Smith Road at Stephenson Road Roundabout**

**Vicinity Map**

**Description**
- **Project Type:** Intersection
- **Street:** Smith Road
- **X-Street:** Stephenson Road
- **Context Area:** Suburban
- **Timeframe:** Mid-Term
- **Cost:** $3,000,000

**Intersection Details**

**Improvement Type**
- [ ] Intersection Realignment
- [X] Roundabout
- [ ] Grade Separation
- [ ] Interchange (new)
- [ ] Interchange (improved)

**Guiding Principles**
Integrated Growth, Safety
The proposed circulator route would provide local transit service throughout the town, and offer connections to existing regional transit services. Circulator transit services are intended to operate within a small geographic area such as within a municipality.

Primarily running along NC 55, the proposed circulator route would operate within the downtown limits, providing mobility between retail, commercial, and recreational destinations, as well as connections between downtown areas and existing regional transit.

Downtown, Integrated Growth, Quality of Life, Sense of Place, Mobility and Connectivity