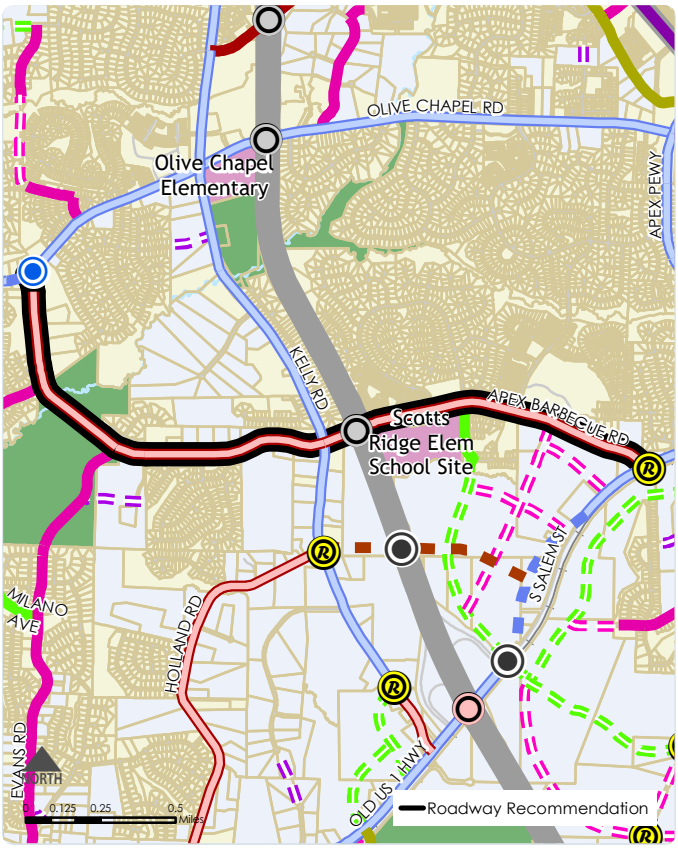
Project Sheets

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



GUIDING PRINCIPLES

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

DESCRIPTION

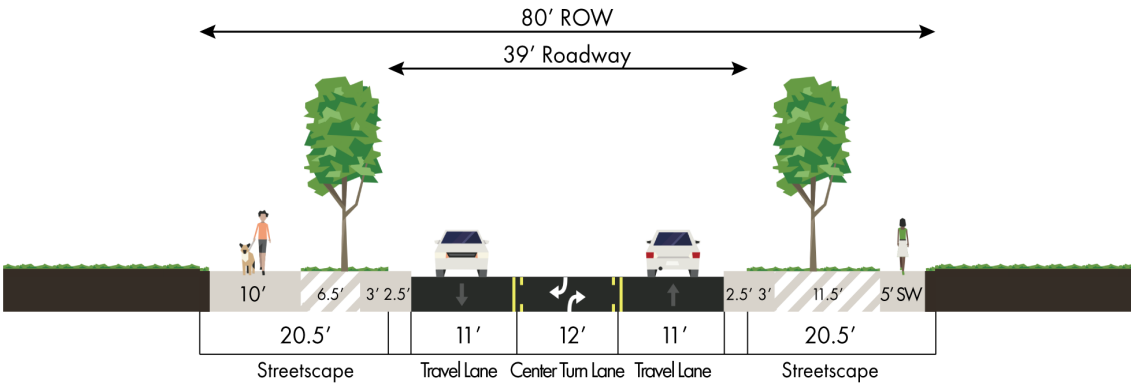
PROJECT TYPE	Widening
LENGTH	1.32 miles
FROM	Olive Chapel Road
TO	Old US 1
CONTEXT AREA	Suburban/Transit-Oriented Development
TIMEFRAME	Mid-term
COST	$8,700,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

EXISTING	PLANNED
Lanes: 2	Lanes: 3
V/C Ratio: 0.39	V/C Ratio: 0.34
Volume: 6,203	Volume: 5,344



*This is a typical section. Actual cross section is subject to modification.

PC-4: APEX PEAKWAY WIDENING

VICINITY MAP

GUIDING PRINCIPLES

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

DESCRIPTION

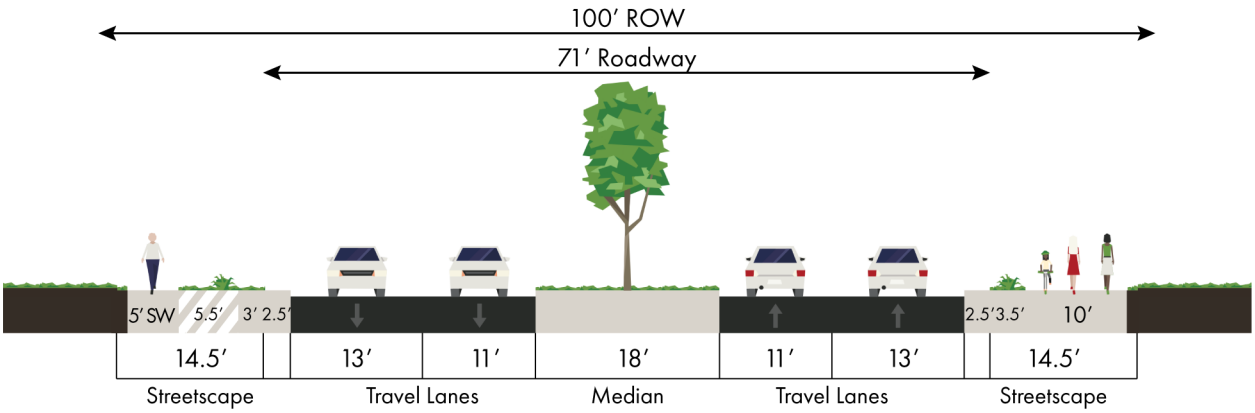
PROJECT TYPE	Widening
LENGTH	0.89 miles
FROM	Ten Ten Road
TO	Laura Duncan Road
CONTEXT AREA	Town Center/Suburban
TIMEFRAME	Mid-Term
COST	$8,000,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

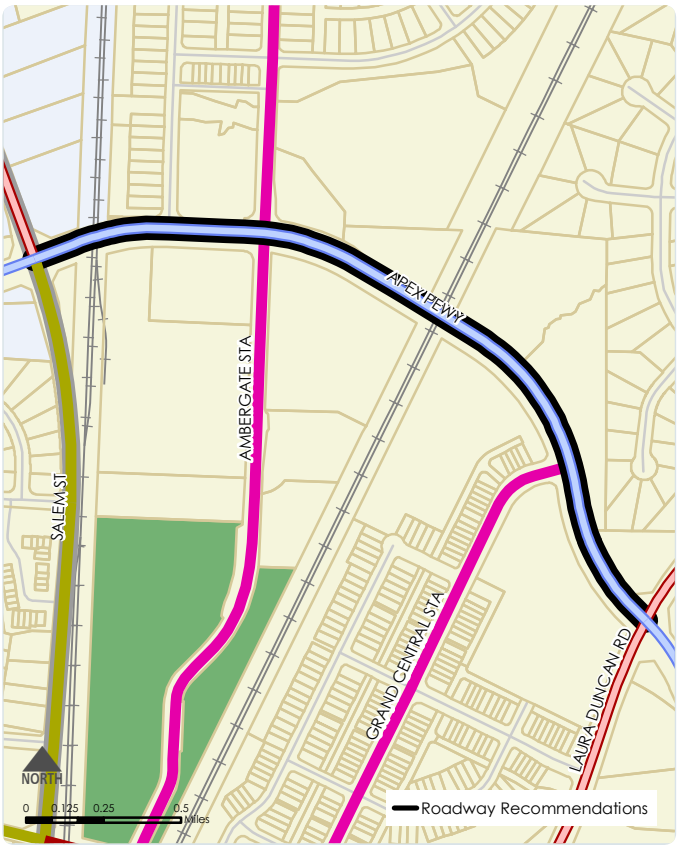
EXISTING	PLANNED
Lanes: 2	Lanes: 4 with median
V/C Ratio: 0.67	V/C Ratio: 1.04
Volume: 14,269	Volume: 24,765



*This is a typical section. Actual cross section is subject to modification.

PC-5: APEX PEAKWAY WIDENING

VICINITY MAP



GUIDING PRINCIPLES

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

DESCRIPTION

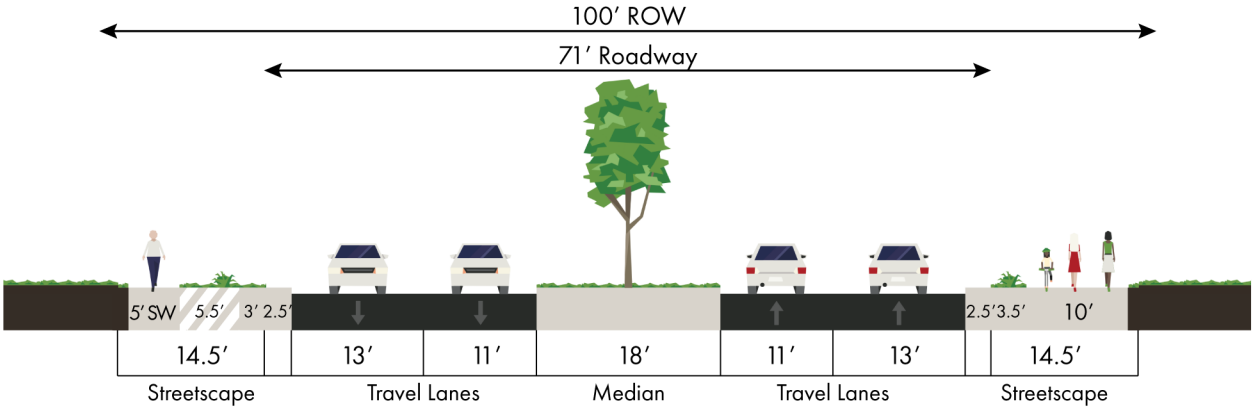
PROJECT TYPE	Widening
LENGTH	0.51 miles
FROM	Laura Duncan Road
TO	N Salem Street
CONTEXT AREA	Town Center/Suburban/ Transit-Oriented Development
TIMEFRAME	Mid-Term
COST	$8,000,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

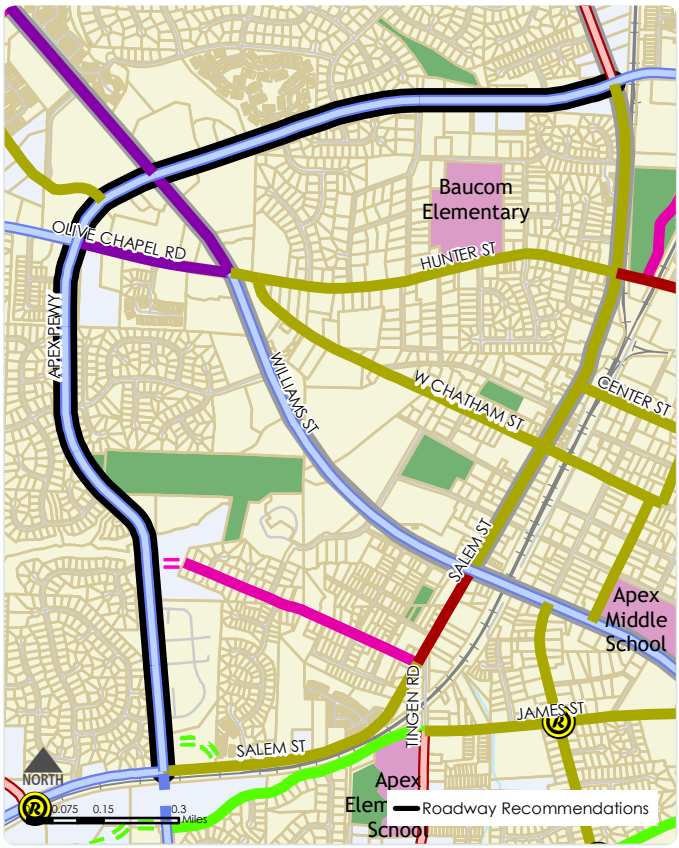
EXISTING	PLANNED
Lanes: 2	Lanes: 4 with median
V/C Ratio: 0.42	V/C Ratio: 0.31
Volume: 6,279	Volume: 9,732



*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

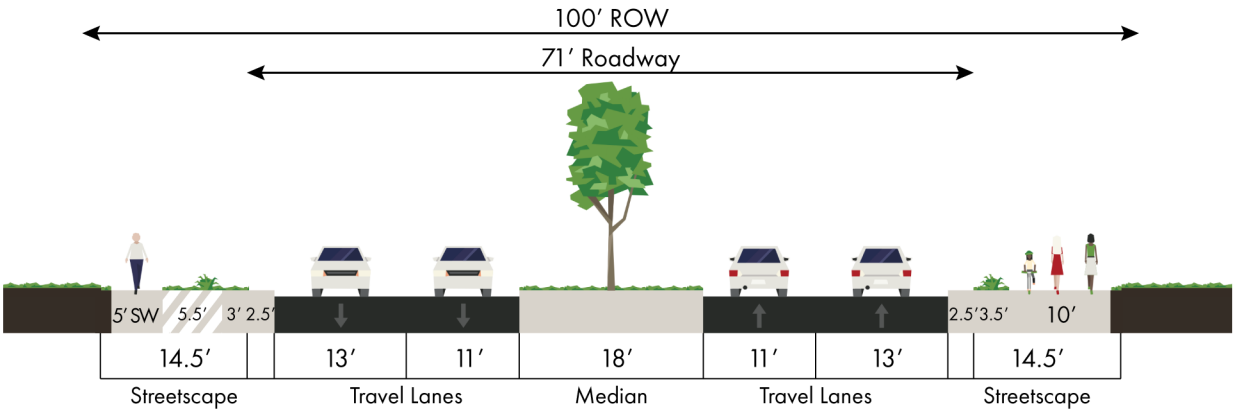
PROJECT TYPE	Widening
LENGTH	1.6 miles
FROM	N Salem Street
TO	S Salem Street
CONTEXT AREA	Town Center/Suburban/ Transit-Oriented Development
TIMEFRAME	Near-Term
COST	$20,000,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

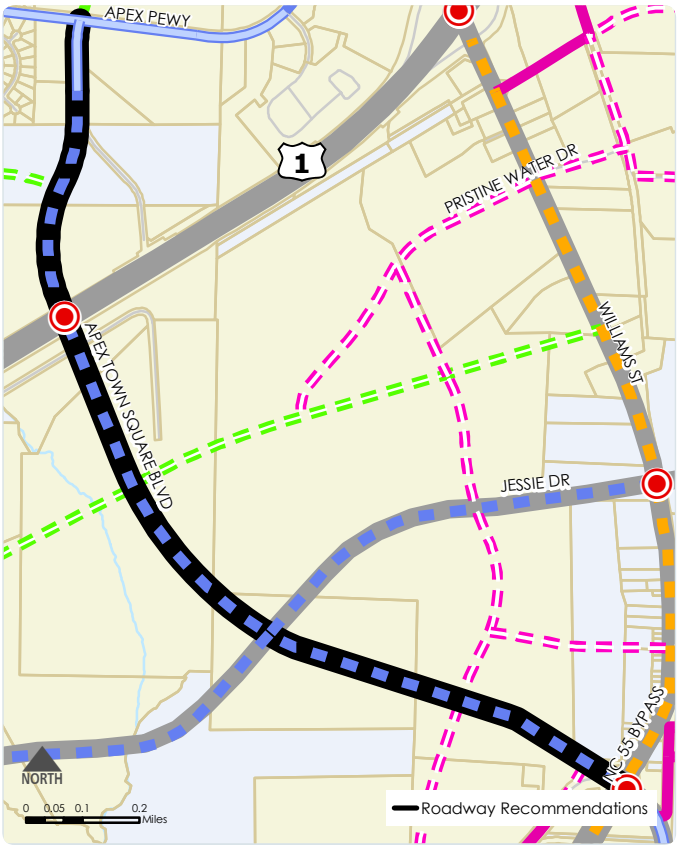
EXISTING	PLANNED
Lanes: 2	Lanes: 4 with median
V/C Ratio: 0.34	V/C Ratio: 0.40
Volume: 5,559	Volume: 10,631



*This is a typical section. Actual cross section is subject to modification.

PC-8: PERRY ROAD EXTENSION NEW LOCATION

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Mobility and Connectivity

DESCRIPTION

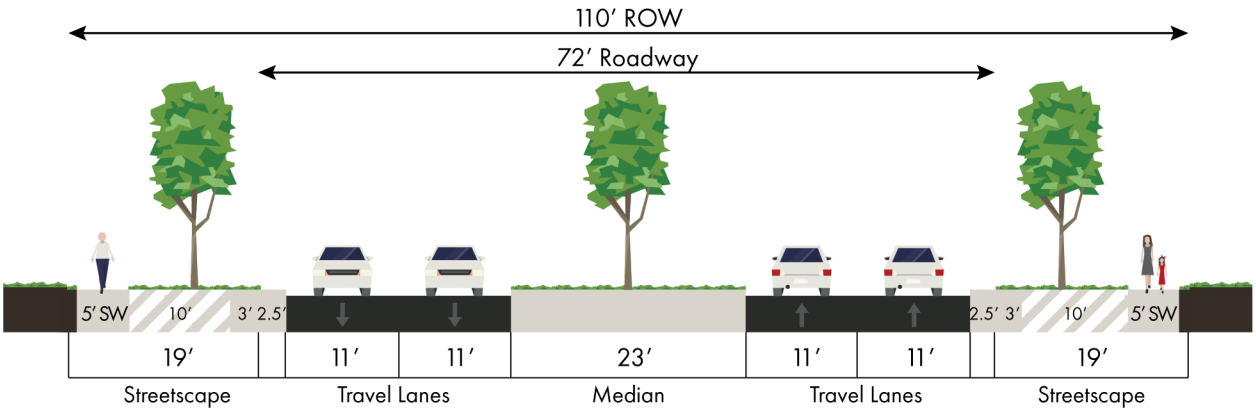
PROJECT TYPE	New Location
LENGTH	1.90 miles
FROM	Apex Peakway
TO	NC 55 Bypass
CONTEXT AREA	Transit-Oriented Development
TIMEFRAME	Long-Term
COST	$24,300,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

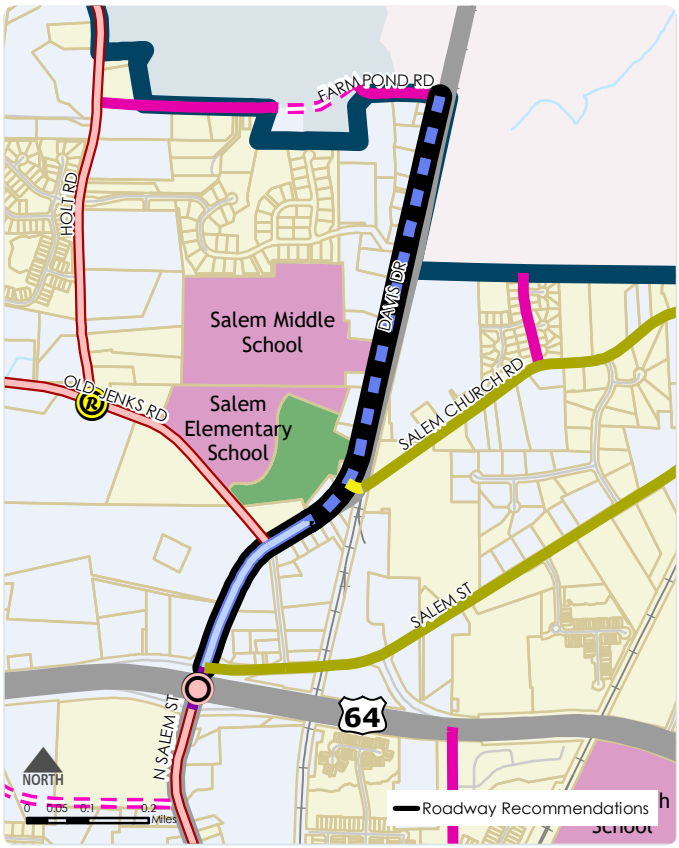
EXISTING	PLANNED
Lanes: N/A	Lanes: 4 with median
V/C Ratio: N/A	V/C Ratio: 0.52
Volume: N/A	Volume: 16,929



*This is a typical section. Actual cross section is subject to modification.

PC-9: DAVIS DRIVE WIDENING & NEW LOCATION

VICINITY MAP



GUIDING PRINCIPLES

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

DESCRIPTION

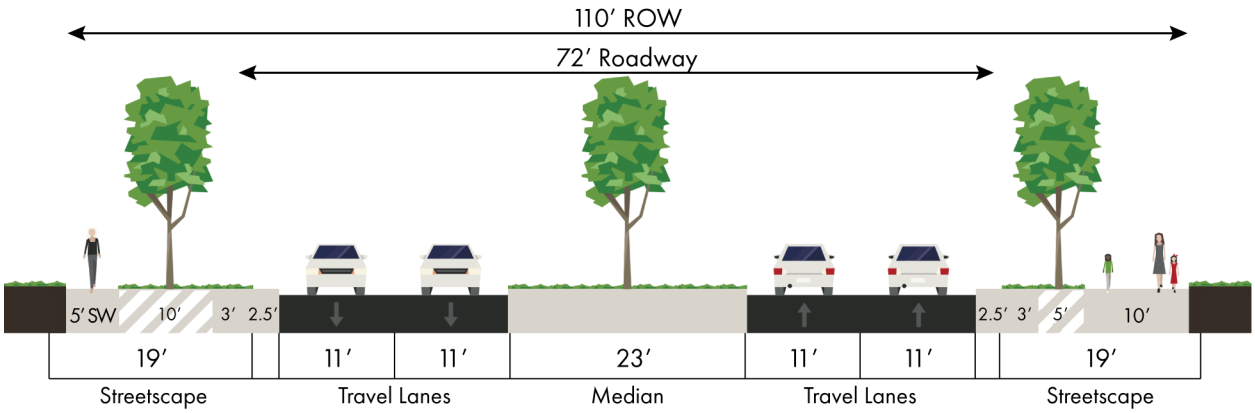
PROJECT TYPE	Widening/New Location
LENGTH	1.10 miles
FROM	US 64
TO	Farmpond Road
CONTEXT AREA	Suburban/Transit-Oriented Development
TIMEFRAME	Near-Term
COST	$10,000,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

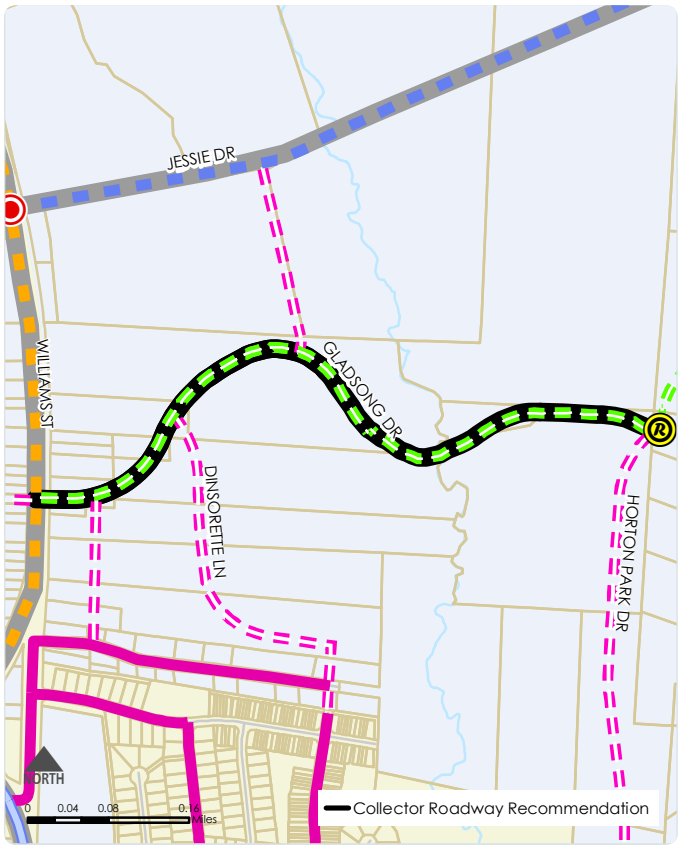
EXISTING	PLANNED
Lanes: 2	Lanes: 4 with median
V/C Ratio: 0.95	V/C Ratio: 0.67
Volume: 23,976	Volume: 30,560



*This is a typical section. Actual cross section is subject to modification.

PC-11: GLADSONG DRIVE CONNECTION

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Mobility and Connectivity

DESCRIPTION

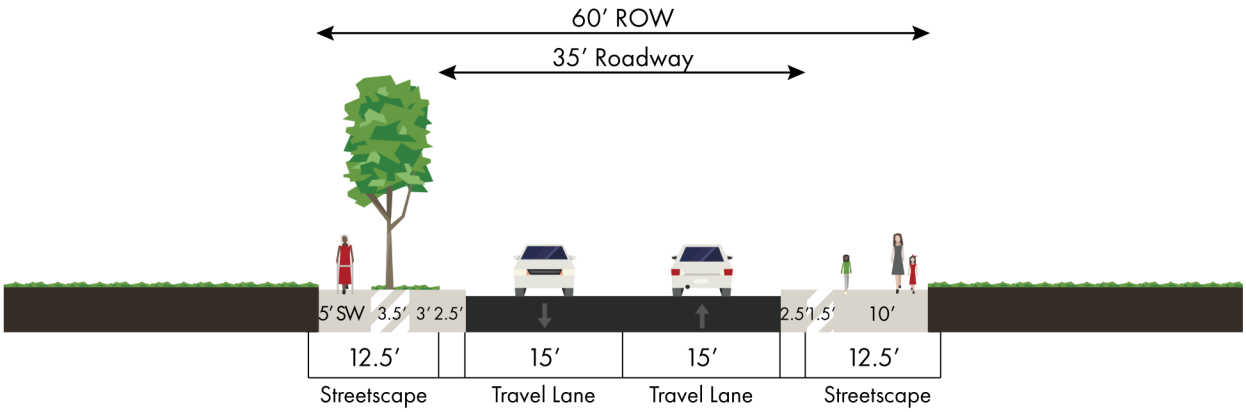
PROJECT TYPE	New Location
LENGTH	0.72 miles
FROM	Horton Park Drive
TO	NC 55
CONTEXT AREA	Suburban
TIMEFRAME	Near-Term
COST	$5,100,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

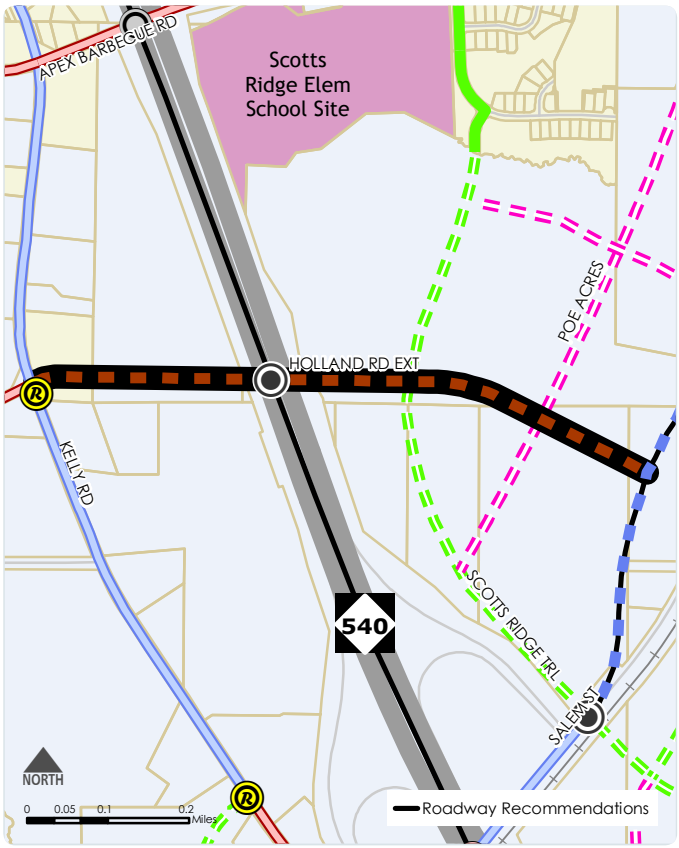
EXISTING	PLANNED
Lanes: N/A	Lanes: 2
V/C Ratio: N/A	V/C Ratio: 0.34
Volume: N/A	Volume: N/A



*This is a typical section. Actual cross section is subject to modification.

PC-14: HOLLAND ROAD EXTENSION NEW LOCATION

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Mobility and Connectivity

DESCRIPTION

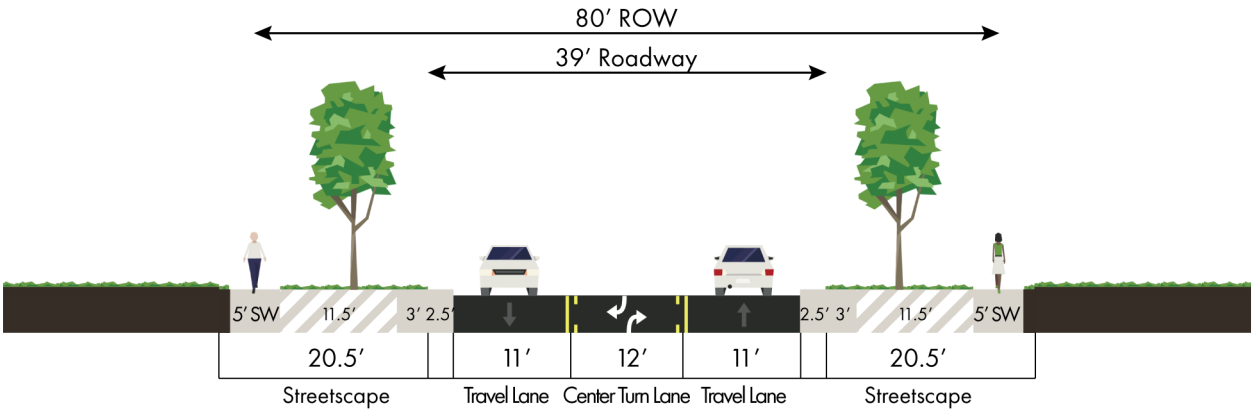
PROJECT TYPE	New Location
LENGTH	0.71 miles
FROM	Kelly Road
TO	S Salem Street
CONTEXT AREA	Suburban/Transit-Oriented Development
TIMEFRAME	Mid-Term
COST	$15,000,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

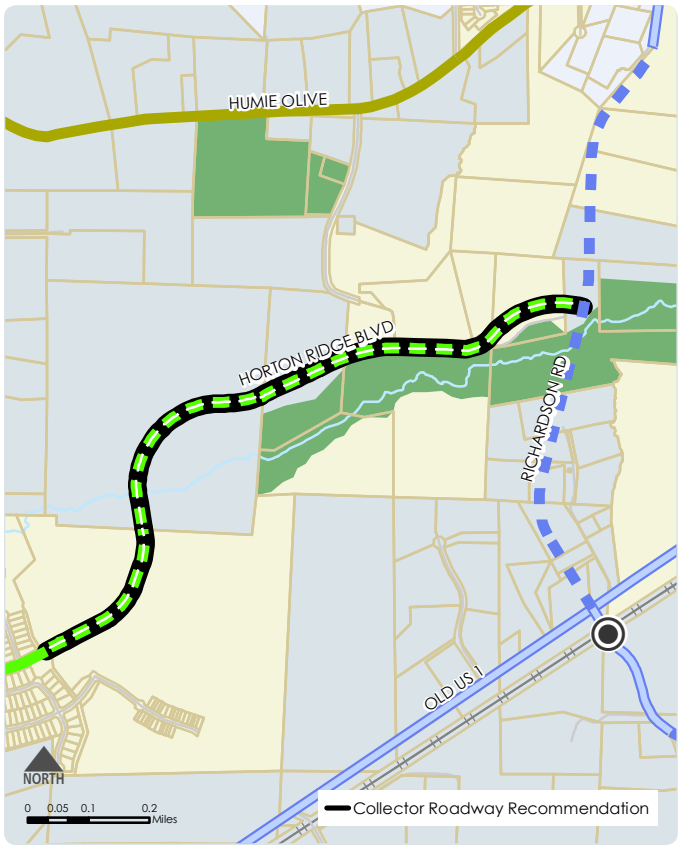
EXISTING	PLANNED
Lanes: N/A	Lanes: 3
V/C Ratio: N/A	V/C Ratio: 0.35
Volume: N/A	Volume: 1,961



*This is a typical section. Actual cross section is subject to modification.

PC-18: HORTON RIDGE BOULEVARD CONNECTION

VICINITY MAP



GUIDING PRINCIPLES

Quality of Life, Mobility and Connectivity

DESCRIPTION

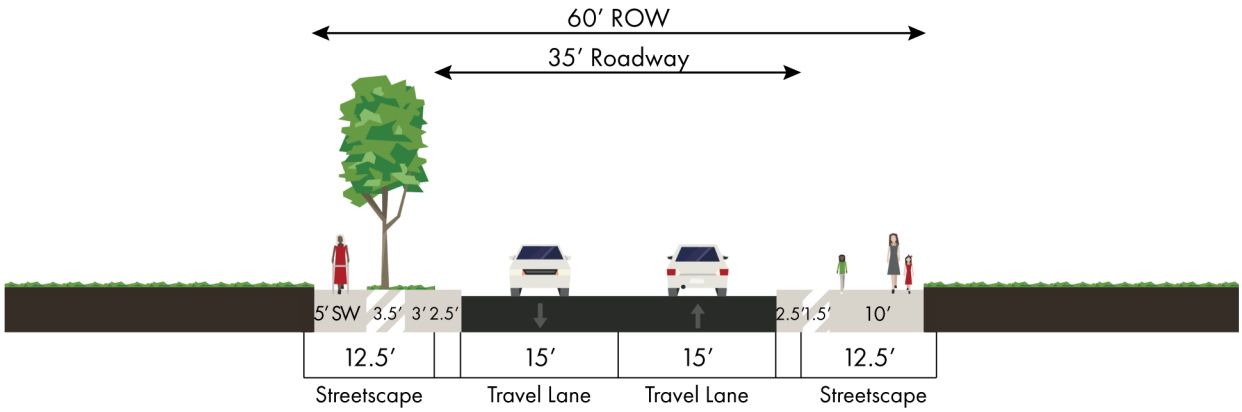
PROJECT TYPE	New Location
LENGTH	1,19 miles
FROM	Horton Ridge Boulevard
TO	Richardson Road
CONTEXT AREA	Suburban
TIMEFRAME	Mid-Term
COST	$11,000,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

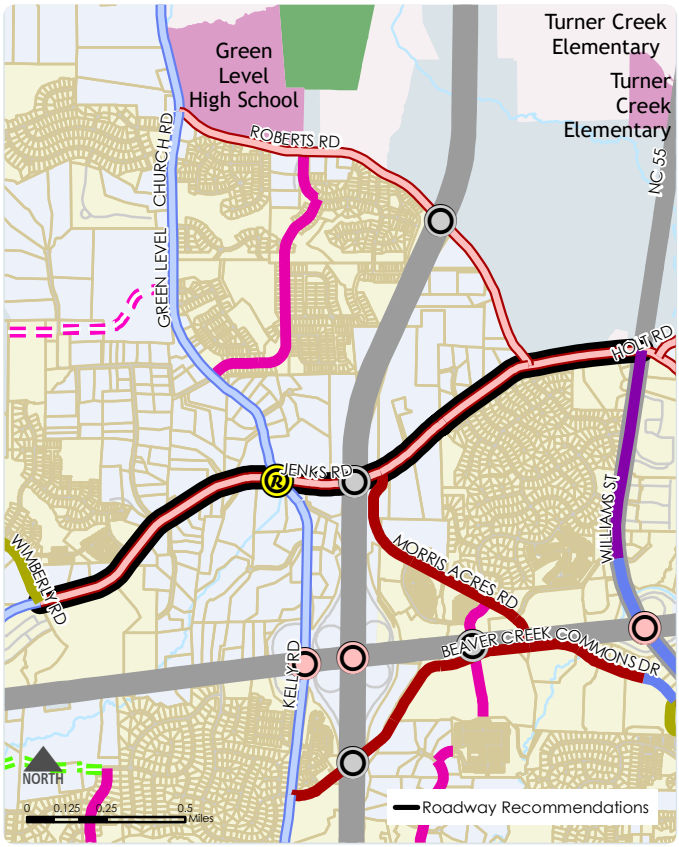
EXISTING	PLANNED
Lanes: N/A	Lanes: 2
V/C Ratio: N/A	V/C Ratio: N/A
Volume: N/A	Volume: N/A



*This is a typical section. Actual cross section is subject to modification.

PC-20: JENKS ROAD WIDENING

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Safety, Mobility and Connectivity

DESCRIPTION

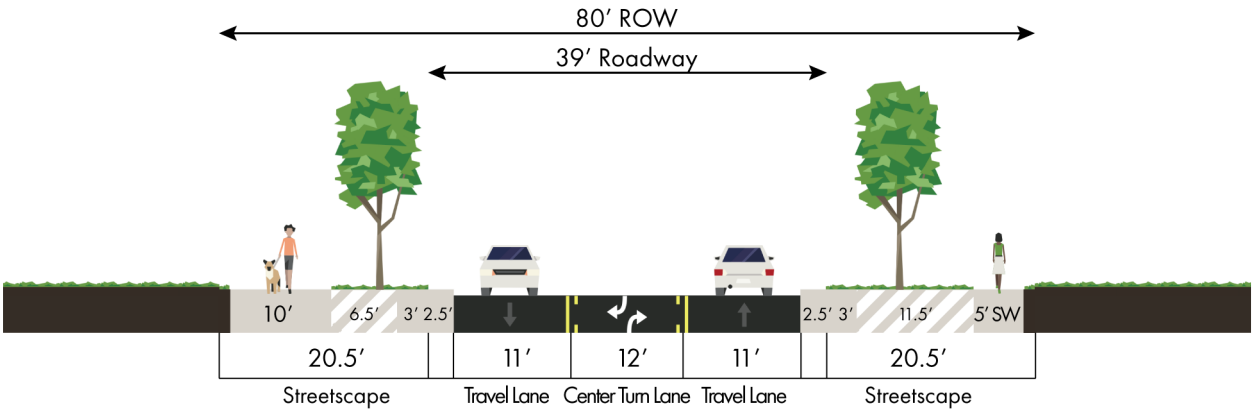
PROJECT TYPE	Widening
LENGTH	2.17 miles
FROM	NC 55
TO	Wimberly Road
CONTEXT AREA	Suburban/Transit-Oriented Development
TIMEFRAME	Mid-Term
COST	$7,800,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

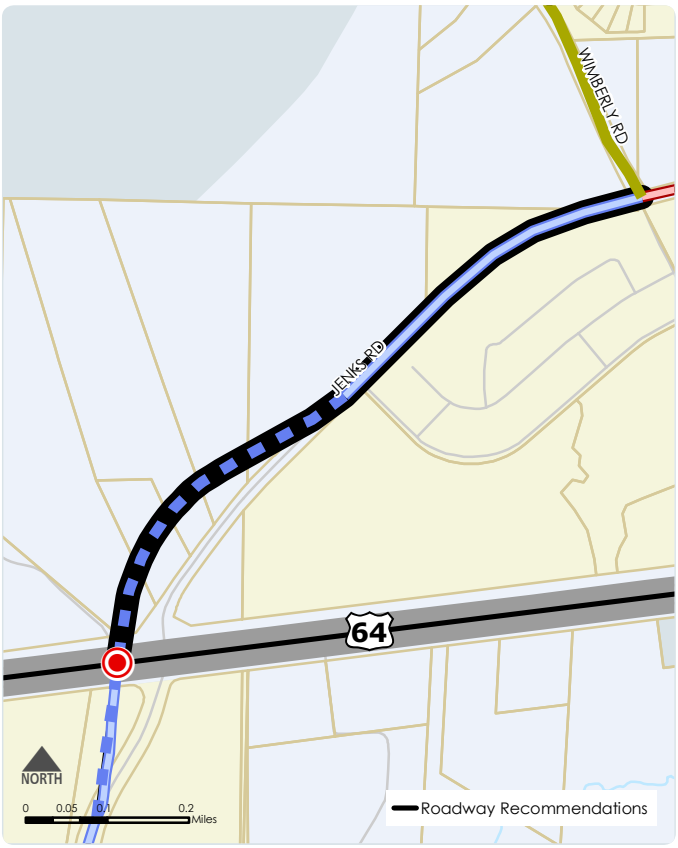
EXISTING	PLANNED
Lanes: 2	Lanes: 3
V/C Ratio: 0.20	V/C Ratio: 0.30
Volume: 7,224	Volume: 4,914



*This is a typical section. Actual cross section is subject to modification.

PC-21: JENKS ROAD WIDENING & REALIGNMENT

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Safety, Mobility and Connectivity

DESCRIPTION

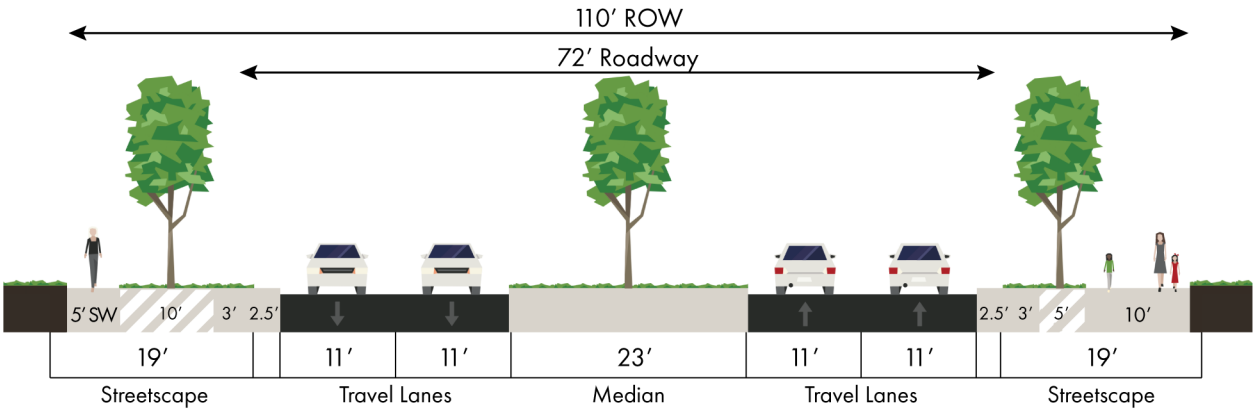
PROJECT TYPE	Widening/Realignment
LENGTH	0.51 miles
FROM	Wimberly Road
TO	US 64
CONTEXT AREA	Suburban
TIMEFRAME	Near-Term
COST	$1,800,000* *Does not include Intersection

MULTIMODAL FACILITIES

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

CHARACTERISTICS

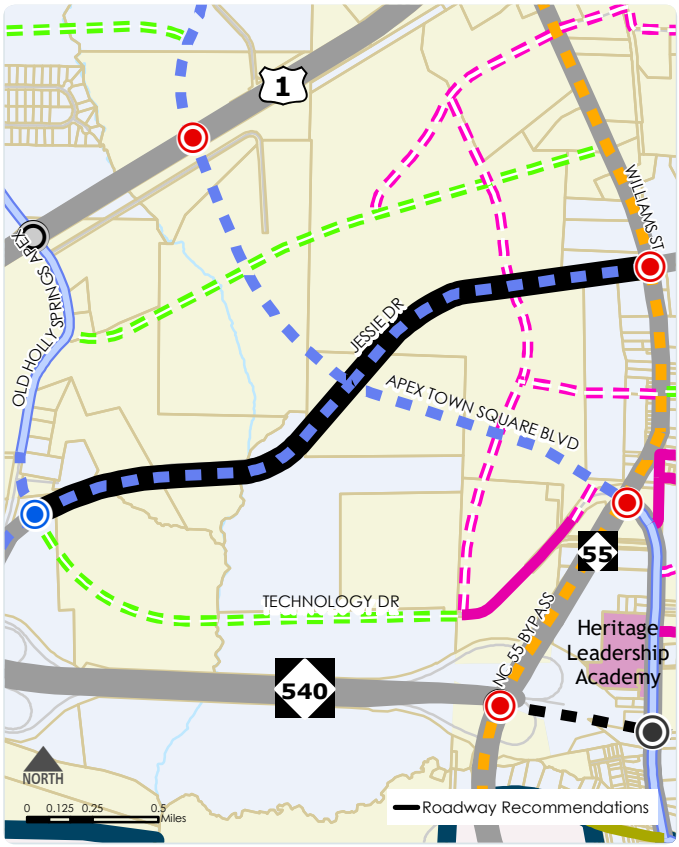
EXISTING	PLANNED
Lanes: 2	Lanes: 4 with median
V/C Ratio: 0.16	V/C Ratio: 0.28
Volume: 3,868	Volume: 8,614



*This is a typical section. Actual cross section is subject to modification.

PC-23: JESSIE DRIVE (EXTENSION) NEW LOCATION

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Safety, Mobility and Connectivity

DESCRIPTION

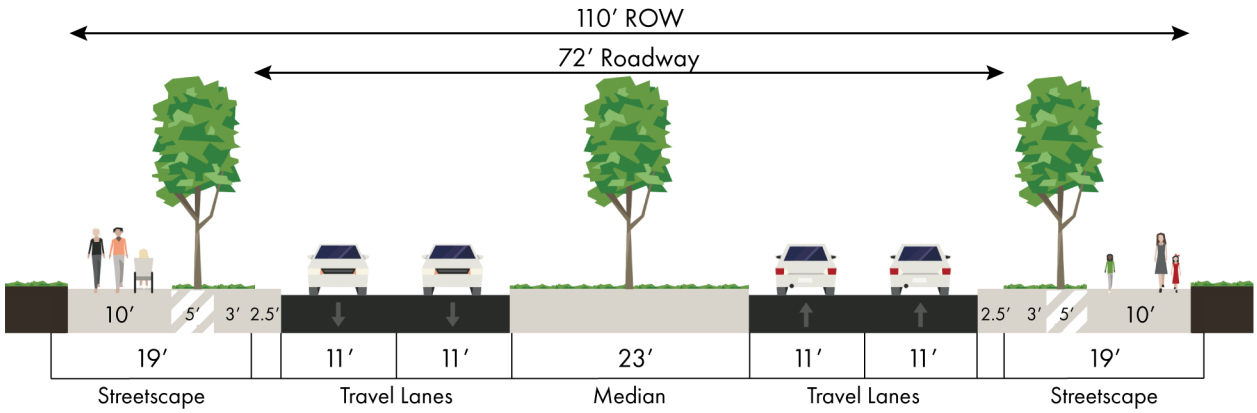
PROJECT TYPE	New Location
LENGTH	2.67 miles
FROM	NC 55
TO	Tingen Road
CONTEXT AREA	Transit-Oriented Development
TIMEFRAME	Near-Term
COST	$31,600,000

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

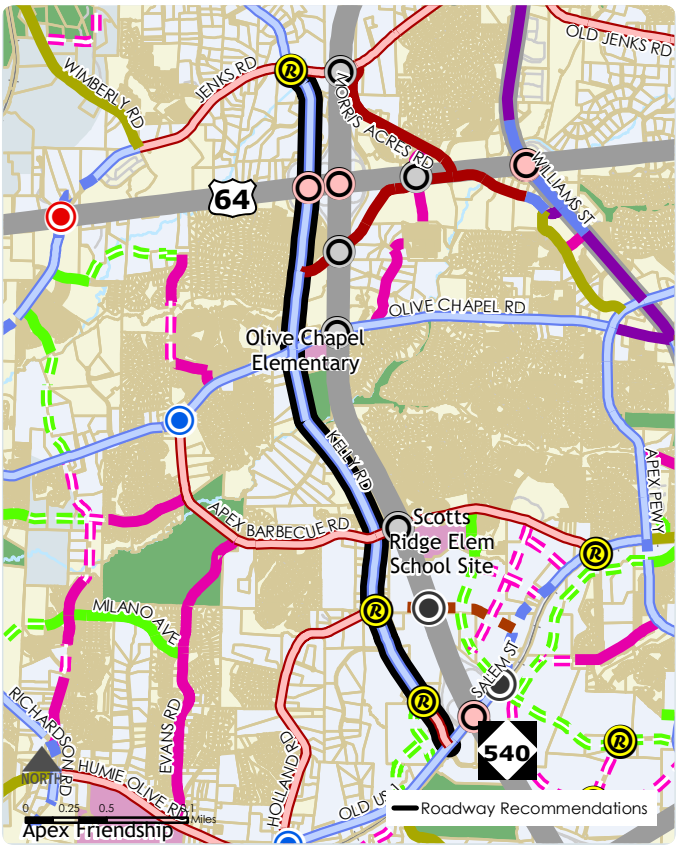
EXISTING	PLANNED
Lanes: N/A	Lanes: 4 with median
V/C Ratio: N/A	V/C Ratio: 0.27
Volume: N/A	Volume: 8,274



*This is a typical section. Actual cross section is subject to modification.

PC-25: KELLY ROAD WIDENING

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Safety, Mobility and Connectivity

DESCRIPTION

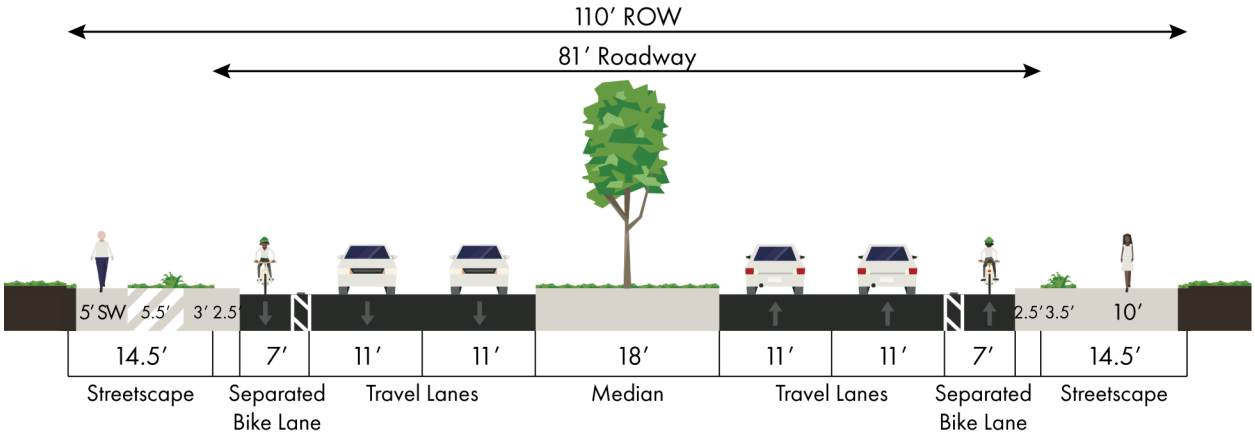
PROJECT TYPE	Widening
LENGTH	5.23 miles
FROM	Jenks Road
TO	Old US 1
CONTEXT AREA	Suburban
TIMEFRAME	Near-Term
COST	$48,300,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

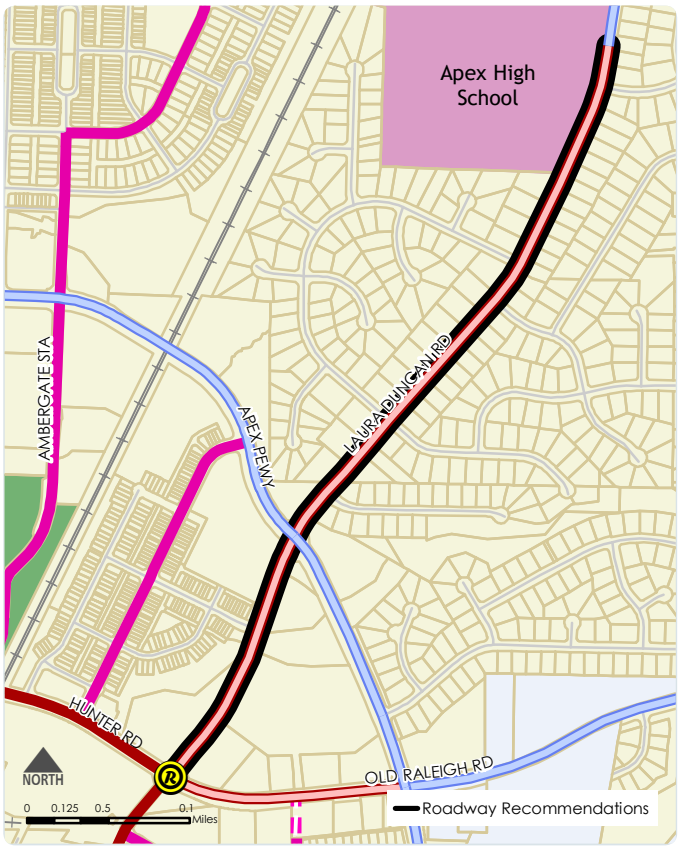
EXISTING	PLANNED
Lanes: 2	Lanes: 4 with median
V/C Ratio: 0.43	V/C Ratio: 0.26
Volume: 9,434	Volume: 12,177



*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

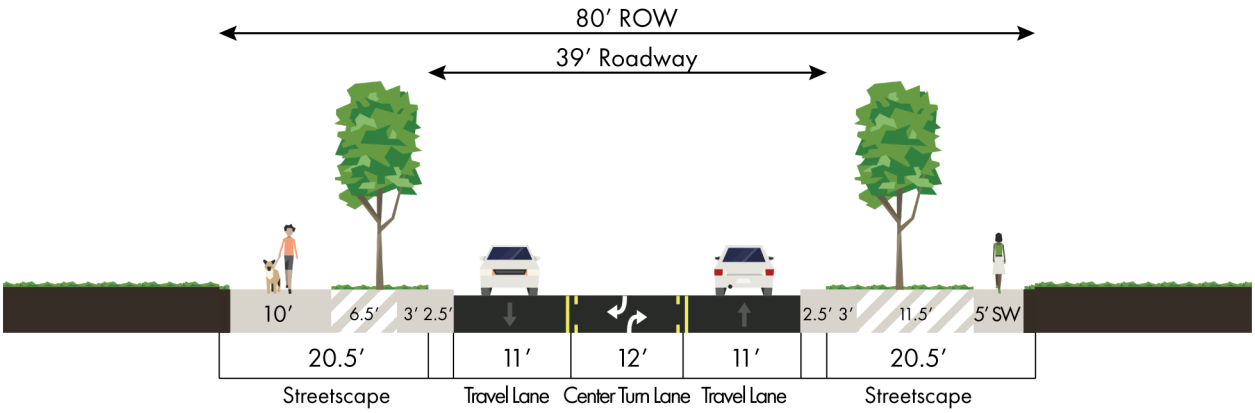
MULTIMODAL FACILITIES

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

*Shared lanes from Hunter Street to Apex Peakway

CHARACTERISTICS

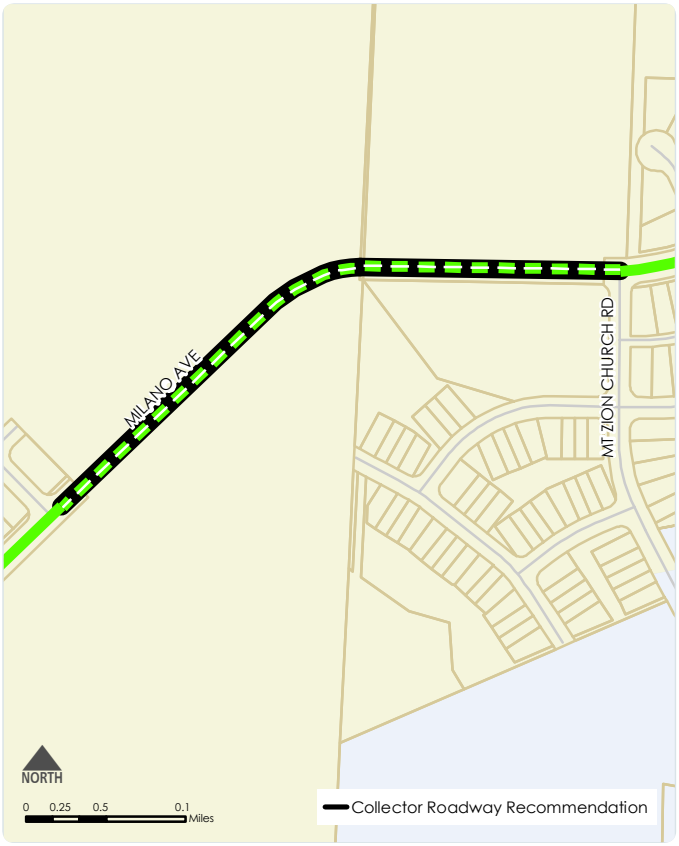
EXISTING	PLANNED
Lanes: 2	Lanes: 3
V/C Ratio: 0.63	V/C Ratio: 0.44
Volume: 11,786	Volume: 15,538



*This is a typical section. Actual cross section is subject to modification.

PC-27: MILANO AVENUE CONNECTION

VICINITY MAP



GUIDING PRINCIPLES

Mobility and Connectivity

DESCRIPTION

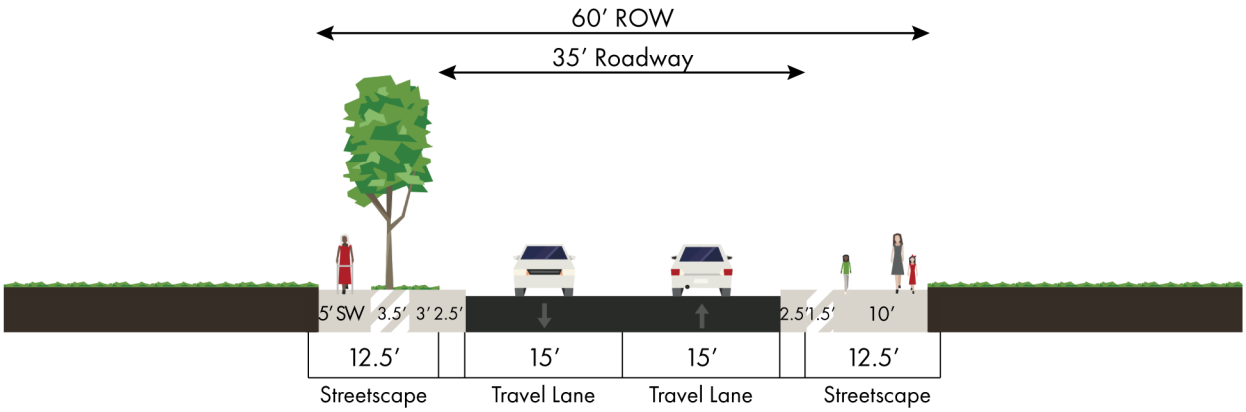
PROJECT TYPE	New Collector
LENGTH	0.11 miles
FROM	Mount Zion Church Road
TO	Milano Avenue
CONTEXT AREA	Suburban/Rural
TIMEFRAME	Near-Term
COST	$1,400,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

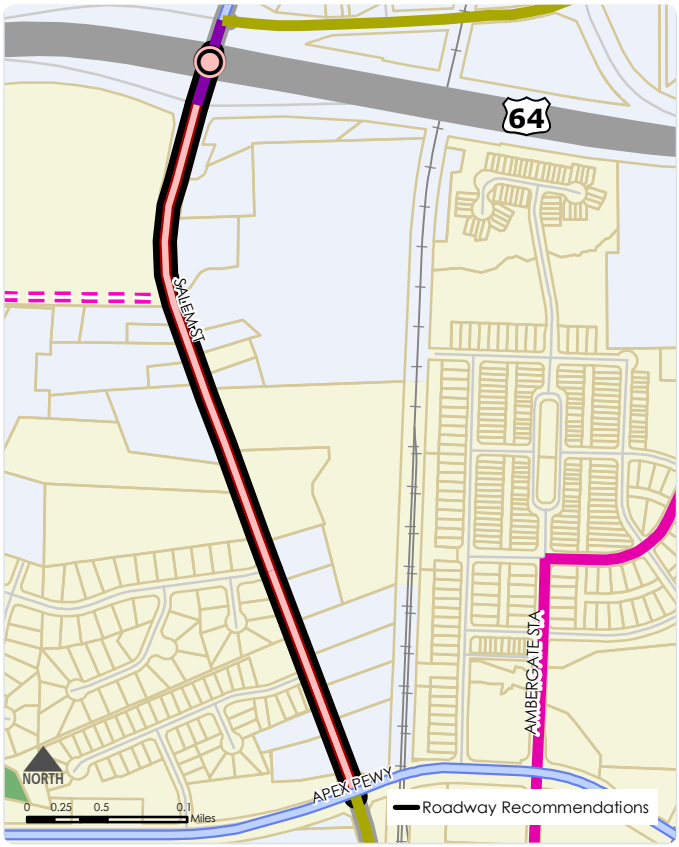
EXISTING	PLANNED
Lanes: N/A	Lanes: 2
V/C Ratio: N/A	V/C Ratio: N/A
Volume: N/A	Volume: N/A



*This is a typical section. Actual cross section is subject to modification.

PC-28: N SALEM STREET WIDENING

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Safety, Mobility and Connectivity

DESCRIPTION

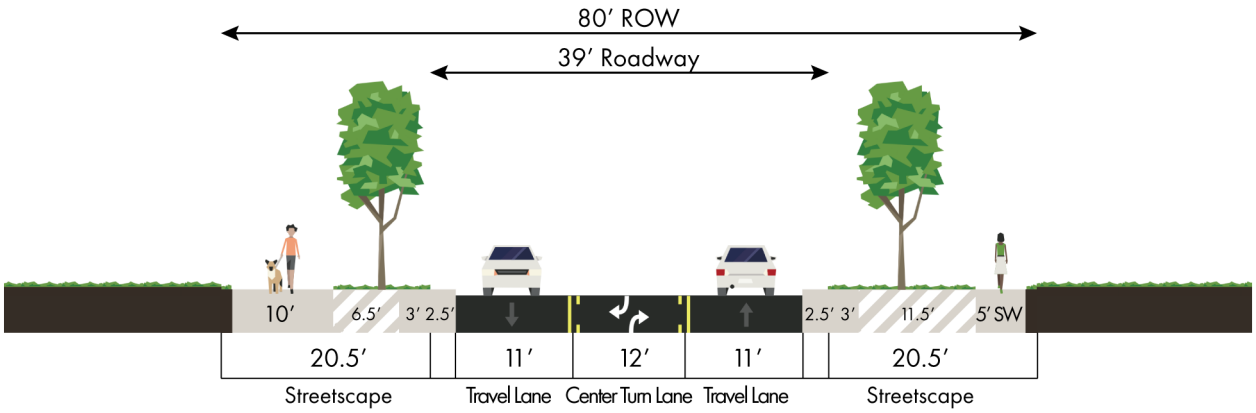
PROJECT TYPE	Widening
LENGTH	0.64 miles
FROM	Apex Peakway
TO	US 64
CONTEXT AREA	Suburban/Transit-Oriented Development
TIMEFRAME	Near-Term
COST	$3,000,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

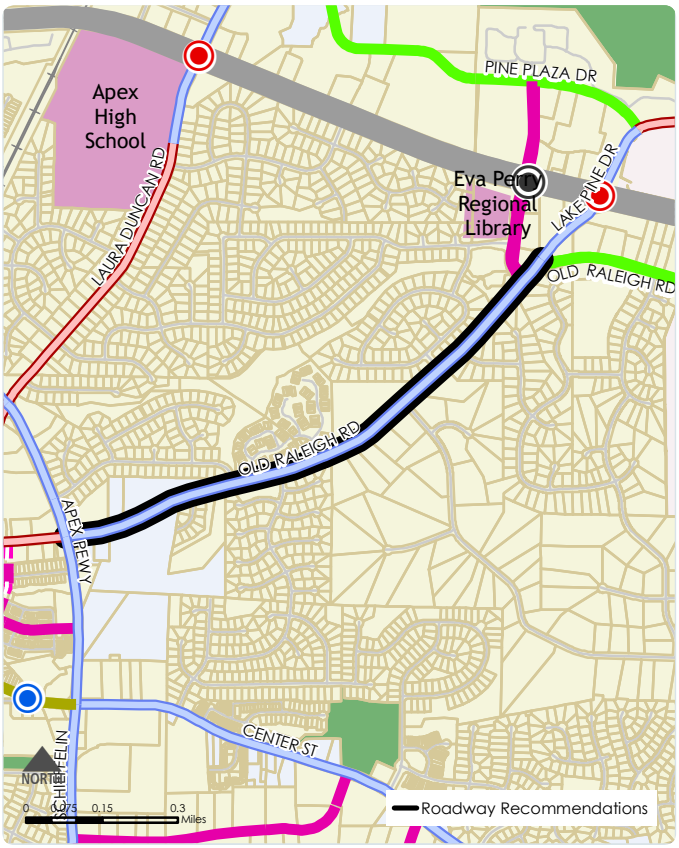
EXISTING	PLANNED
Lanes: 2	Lanes: 3
V/C Ratio: 1.0	V/C Ratio: 1.47
Volume: 19,607	Volume: 24,213



*This is a typical section. Actual cross section is subject to modification.

PC-32: OLD RALEIGH ROAD/LAKE PINE ROAD WIDENING

VICINITY MAP



GUIDING PRINCIPLES

Quality of Life, Safety, Mobility and Connectivity

DESCRIPTION

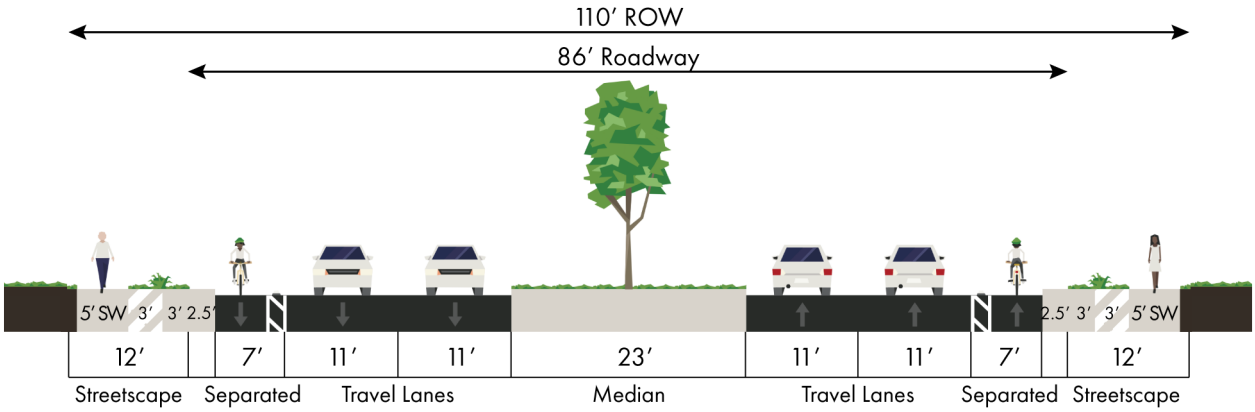
PROJECT TYPE	Corridor - Widening
LENGTH	1.08 miles
FROM	Apex Peakway
TO	Old Raleigh Road
CONTEXT AREA	Suburban
TIMEFRAME	Mid-Term
COST	$13,000,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

EXISTING	PLANNED
Lanes: 2	Lanes: 4 with median
V/C Ratio: 0.57	V/C Ratio: 0.38
Volume: 8,780	Volume: 10,963



*This is a typical section. Actual cross section is subject to modification.

PC-37: PERCUSSION DRIVE CONNECTION

VICINITY MAP

GUIDING PRINCIPLES

Integrated Growth, Mobility and Connectivity

DESCRIPTION

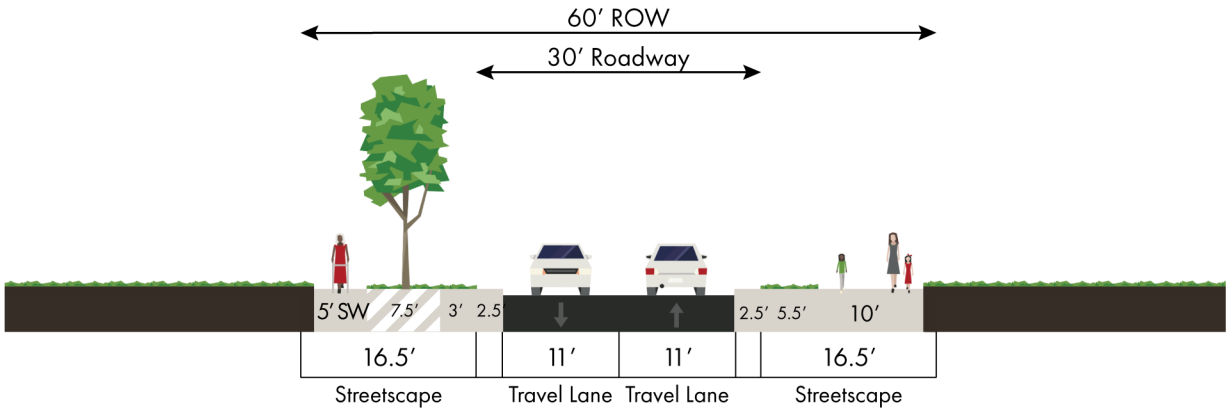
PROJECT TYPE	New Minor Collector
LENGTH	1.47 miles
FROM	Smith Road
TO	Sunset Lake Road
CONTEXT AREA	Suburban
TIMEFRAME	Mid-Term
COST	$8,700,000

MULTIMODAL FACILITIES

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

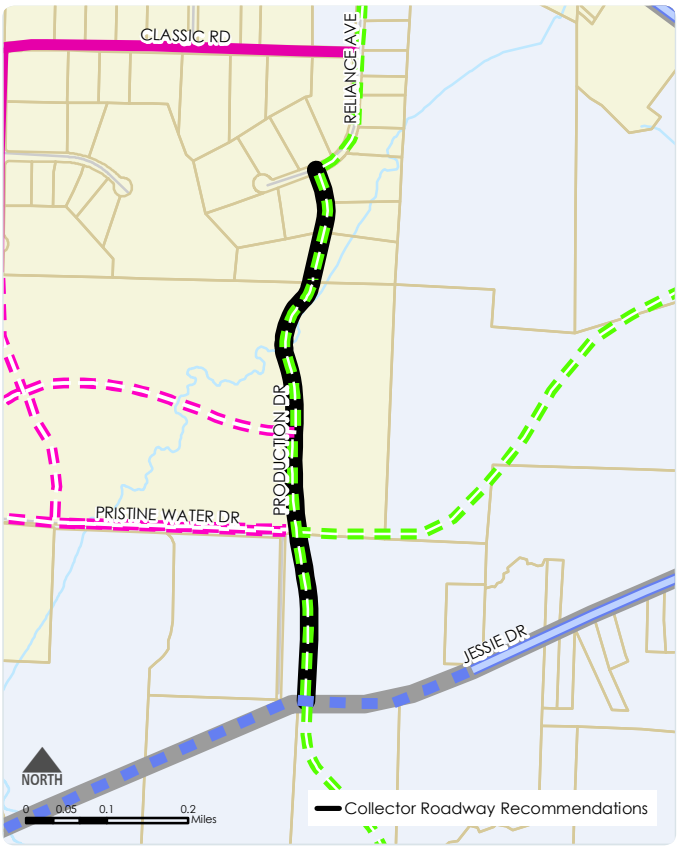
EXISTING	PLANNED
Lanes: N/A	Lanes: 2
V/C Ratio: N/A	V/C Ratio: N/A
Volume: N/A	Volume: N/A



*This is a typical section. Actual cross section is subject to modification.

PC-38: PRODUCTION DRIVE CONNECTION

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Mobility and Connectivity

DESCRIPTION

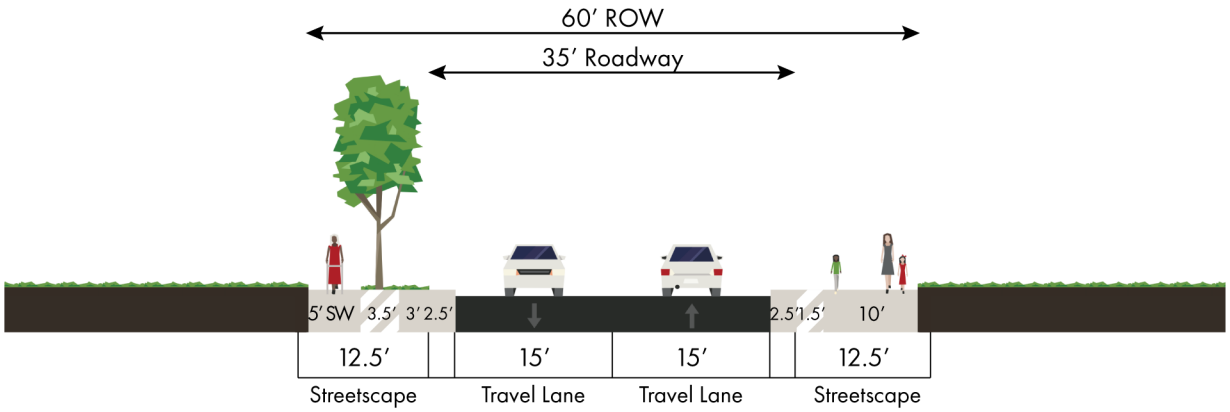
PROJECT TYPE	New Major Collector
LENGTH	0.67 miles
FROM	Reliance Avenue
TO	Jessie Drive
CONTEXT AREA	Suburban
TIMEFRAME	Near-Term
COST	$5,900,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

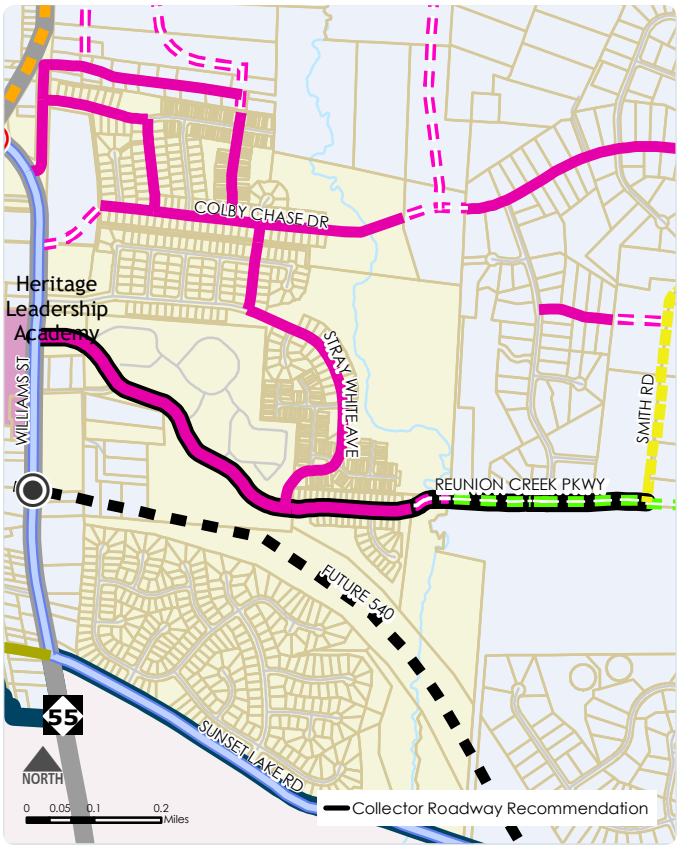
EXISTING	PLANNED
Lanes: N/A	Lanes: 2
V/C Ratio: N/A	V/C Ratio: N/A
Volume: N/A	Volume: N/A



*This is a typical section. Actual cross section is subject to modification.

PC-39: REUNION CREEK PARKWAY CONNECTION

VICINITY MAP



GUIDING PRINCIPLES

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

DESCRIPTION

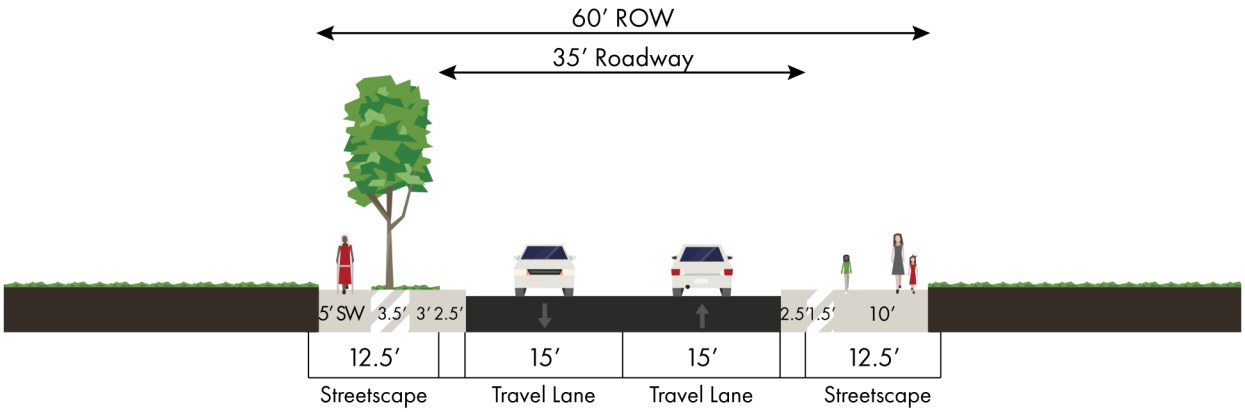
PROJECT TYPE	New Collector
LENGTH	0.38 miles
FROM	Existing Reunion Creek Parkway
TO	Smith Road
CONTEXT AREA	Suburban
TIMEFRAME	Near-Term
COST	$3,100,000

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

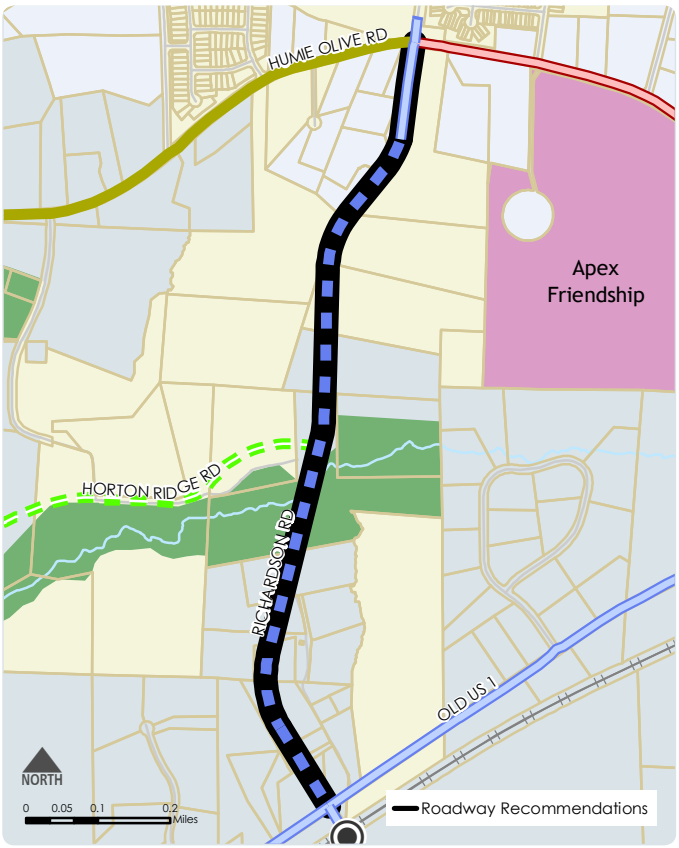
EXISTING	PLANNED
Lanes: N/A	Lanes: 2
V/C Ratio: N/A	V/C Ratio: N/A
Volume: N/A	Volume: N/A



*This is a typical section. Actual cross section is subject to modification.

PC-40: RICHARDSON ROAD NEW LOCATION

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Mobility and Connectivity

DESCRIPTION

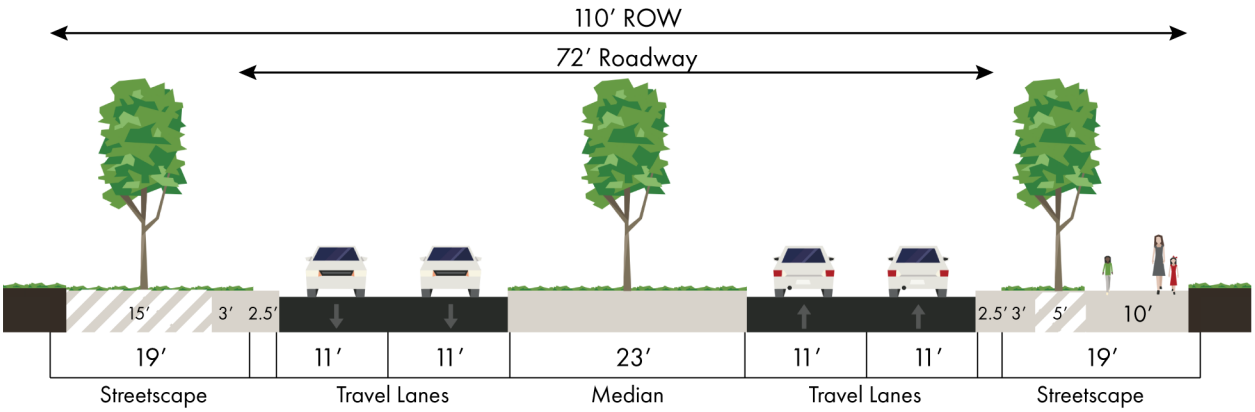
PROJECT TYPE	New Location
LENGTH	2.33 miles
FROM	Humie Olive Road
TO	Old US 1
CONTEXT AREA	Suburban
TIMEFRAME	Near-Term
COST	$22,600,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

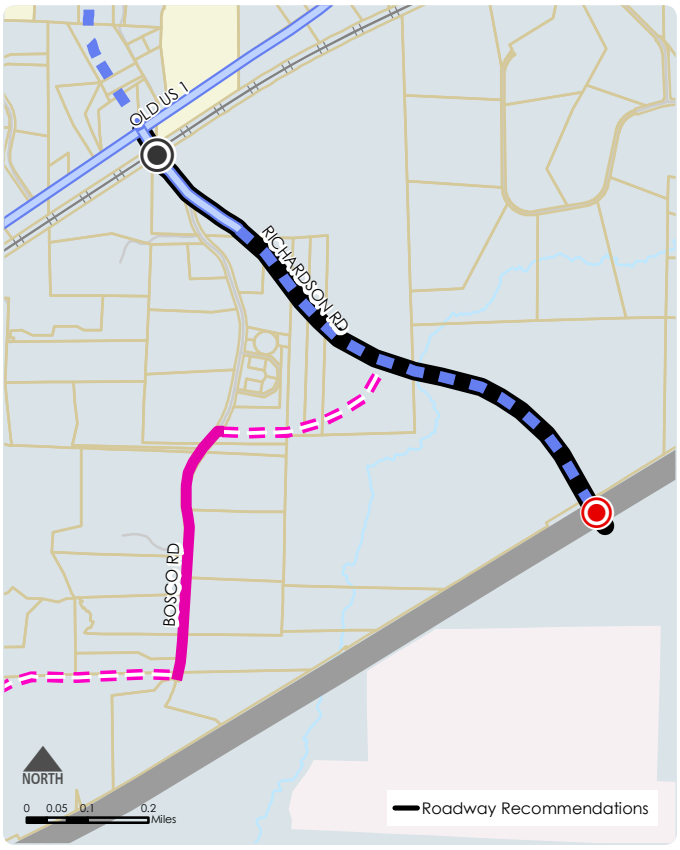
EXISTING	PLANNED
Lanes: N/A	Lanes: 4 with median
V/C Ratio: N/A	V/C Ratio: 0.17
Volume: 2,345	Volume: 10,718



*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



GUIDING PRINCIPLES

Integrated Growth, Mobility and Connectivity

DESCRIPTION

PROJECT TYPE	New Location
LENGTH	0.91 miles
FROM	Old US 1
TO	US 1
CONTEXT AREA	Suburban
TIMEFRAME	Long-Term
COST	$17,900,000*

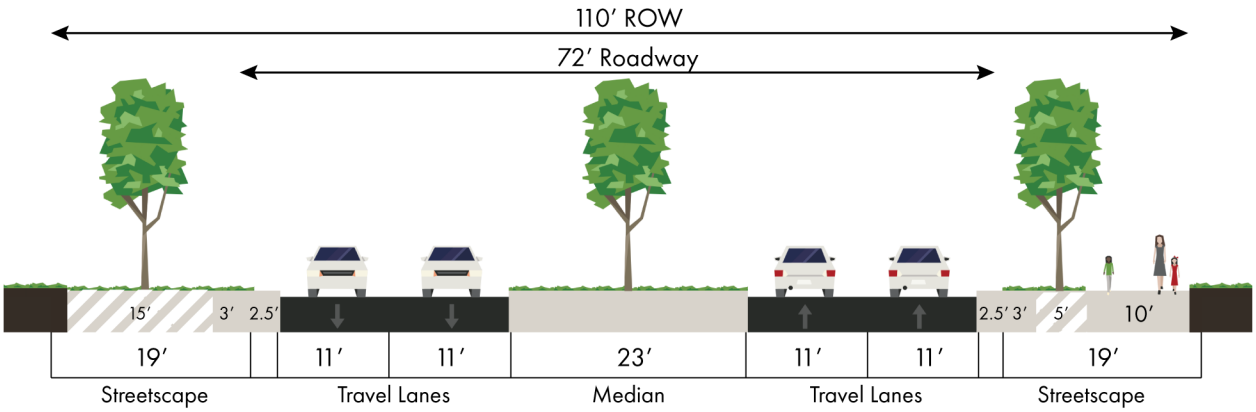
*Does not include Interchange

MULTIMODAL FACILITIES

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

CHARACTERISTICS

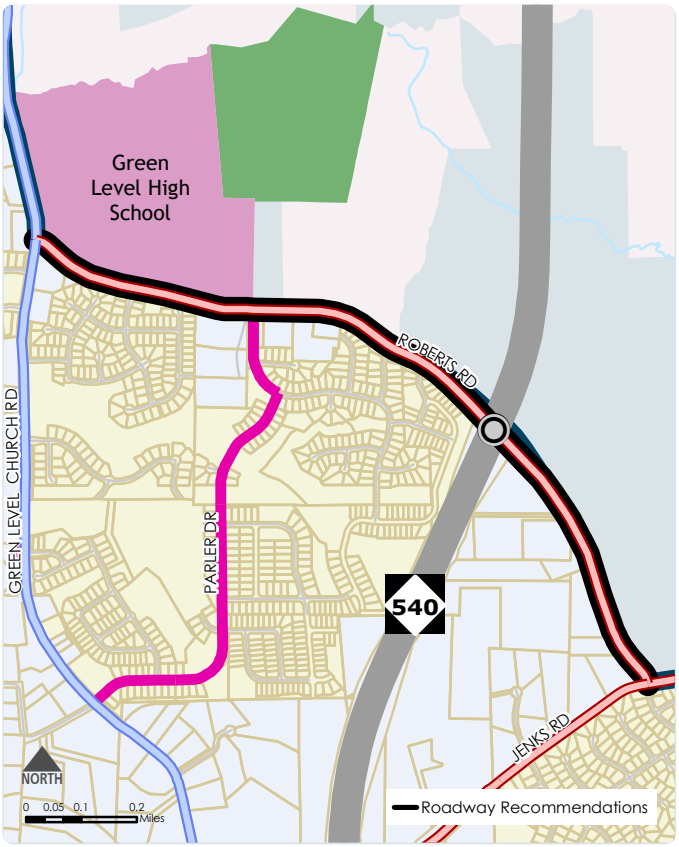
EXISTING	PLANNED
Lanes: 2	Lanes: 3
V/C Ratio: N/A	V/C Ratio: 0.55
Volume: 5,005	Volume: 6.904



*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



GUIDING PRINCIPLES

Quality of Life, Safety, Sense of Place, Mobility and Connectivity

DESCRIPTION

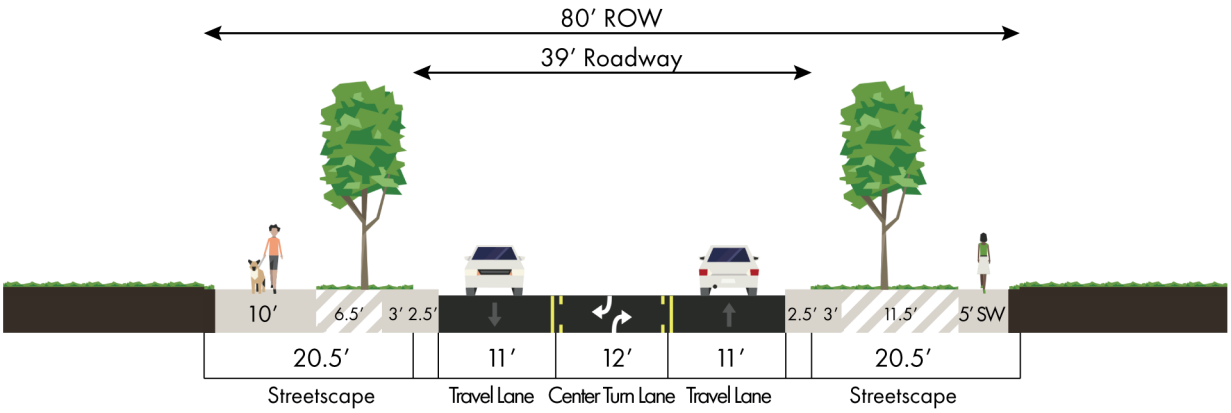
PROJECT TYPE	Widening
LENGTH	1.46 miles
FROM	Green Level Church Road
TO	Jenks Road
CONTEXT AREA	Suburban
TIMEFRAME	Near-Term
COST	$10,500,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

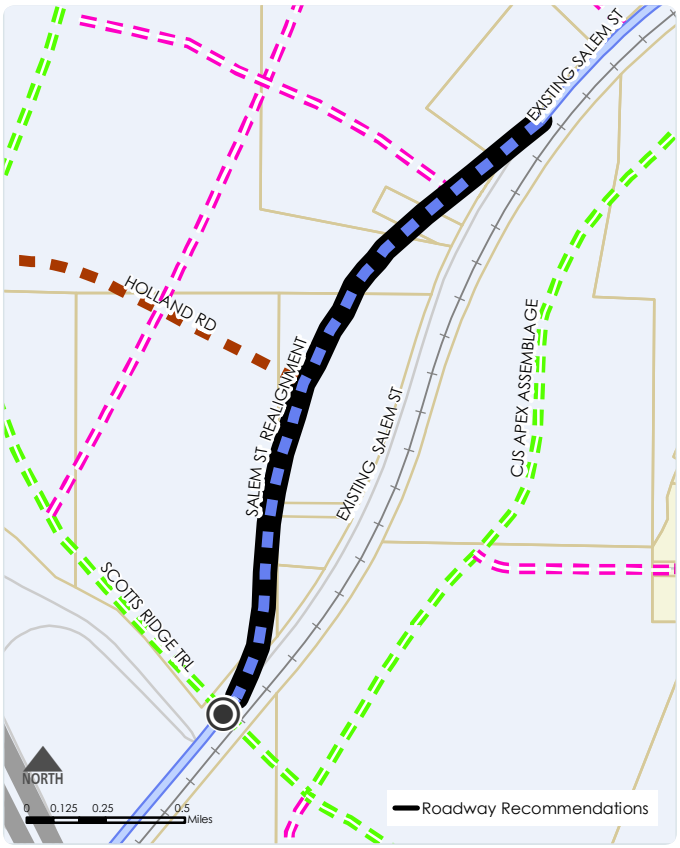
EXISTING	PLANNED
Lanes: 2	Lanes: 3
V/C Ratio: 0.06	V/C Ratio: 0.55
Volume: 6,262	Volume: 6,904



*This is a typical section. Actual cross section is subject to modification.

PC-45: S SALEM STREET REALIGNMENT

VICINITY MAP



GUIDING PRINCIPLES

Integrated Growth, Safety, Mobility and Connectivity

DESCRIPTION

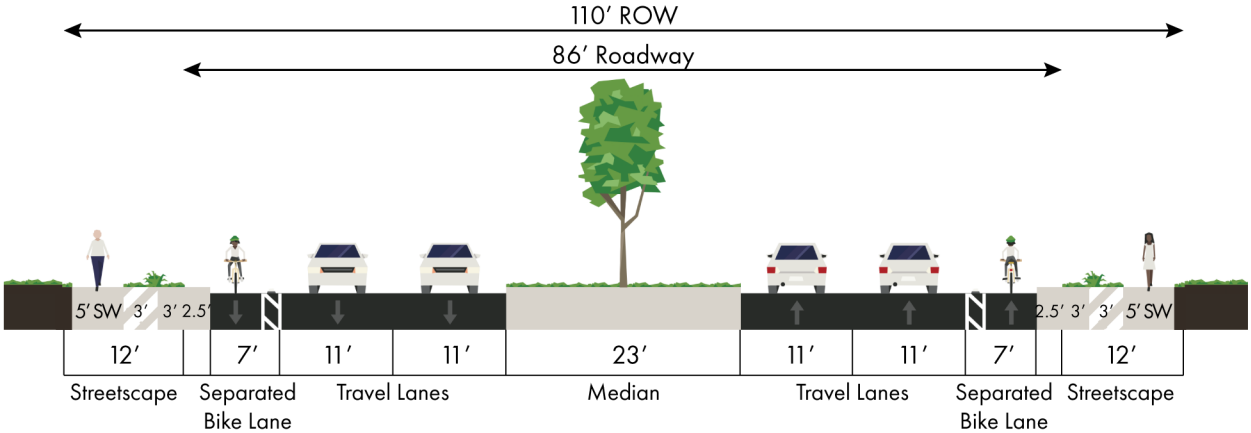
PROJECT TYPE	Realignment
LENGTH	0.56 miles
FROM	Existing S. Salem Street
TO	Future Major Collector
CONTEXT AREA	Transit-Oriented Development
TIMEFRAME	Long-Term
COST	$7,000,000

MULTIMODAL FACILITIES

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

CHARACTERISTICS

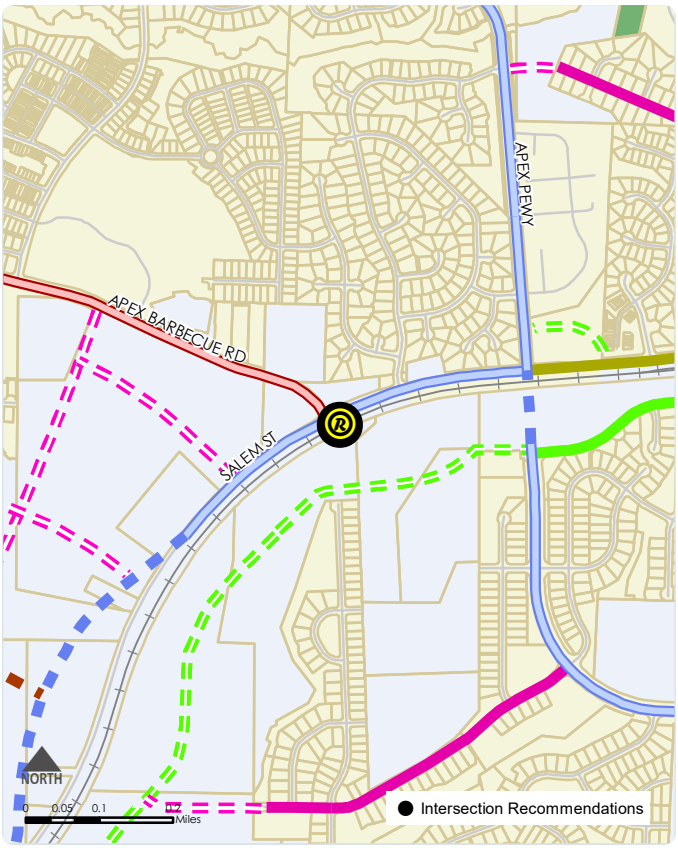
EXISTING	PLANNED
Lanes: 2	Lanes: 4 with median
V/C Ratio: 0.43	V/C Ratio: 0.25
Volume: 6,111	Volume: 6,959



*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

[X] Roundabout

[ ] Grade Separation

[ ] Interchange (new)

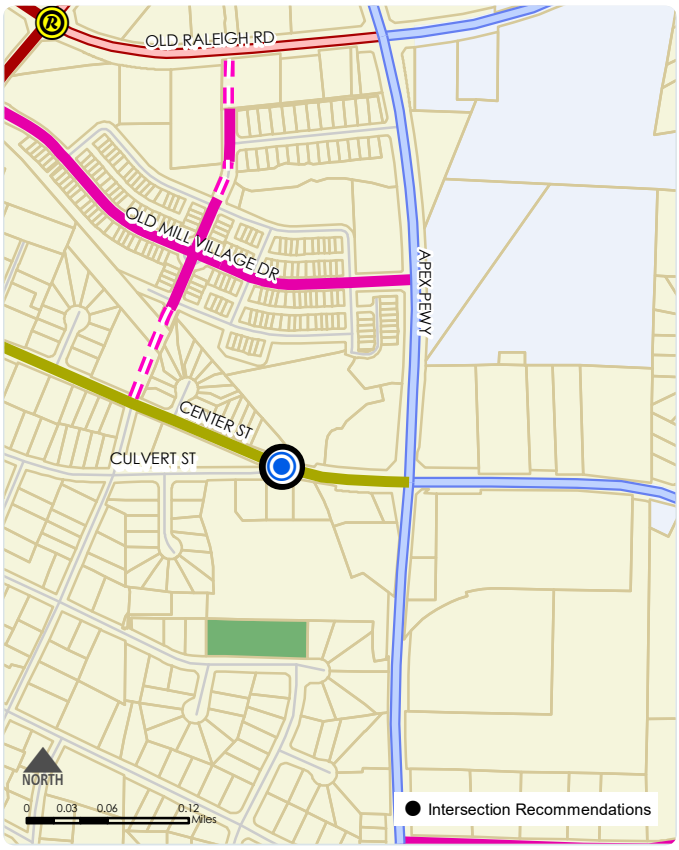
[ ] Interchange (improved)

GUIDING PRINCIPLES

Integrated Growth, Safety

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)

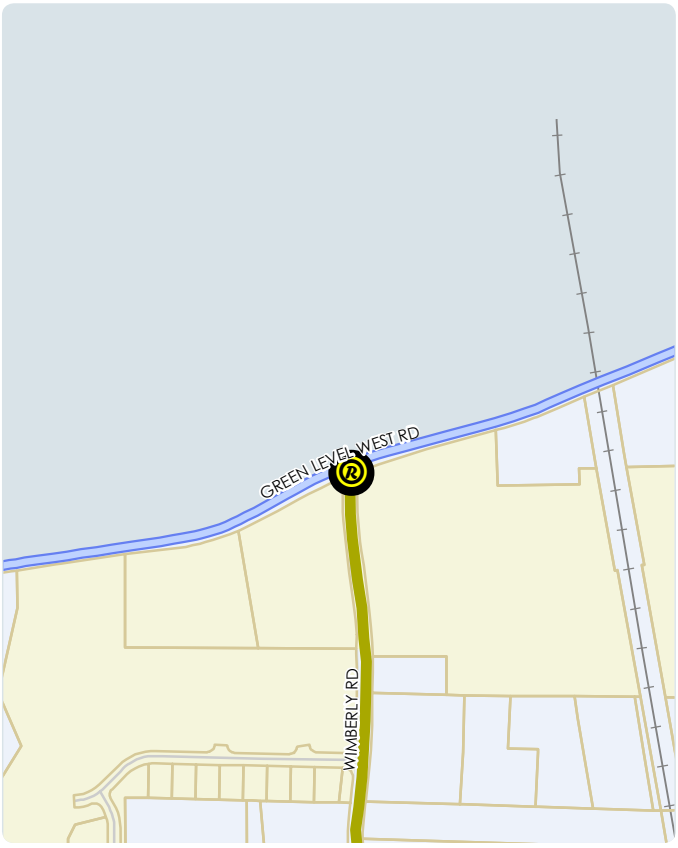
[ ] Interchange (improved)

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)

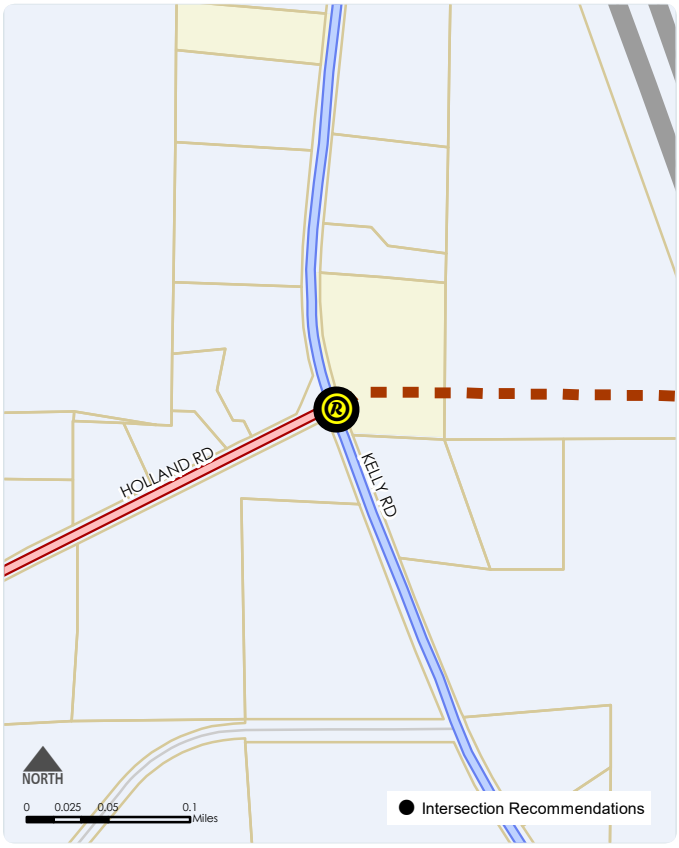
[ ] Interchange (improved)

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)

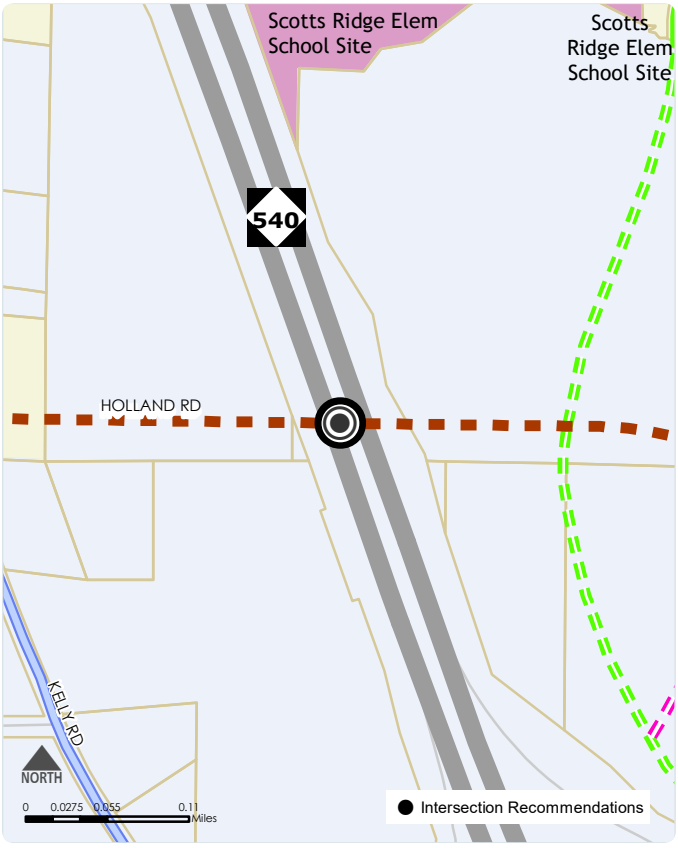
[ ] Interchange (improved)

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)

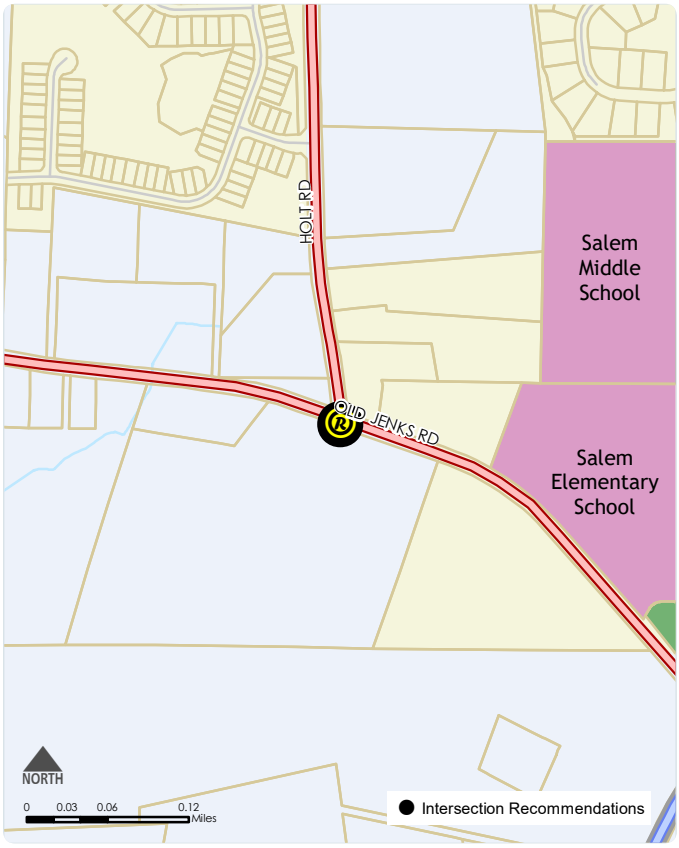
[ ] Interchange (improved)

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)

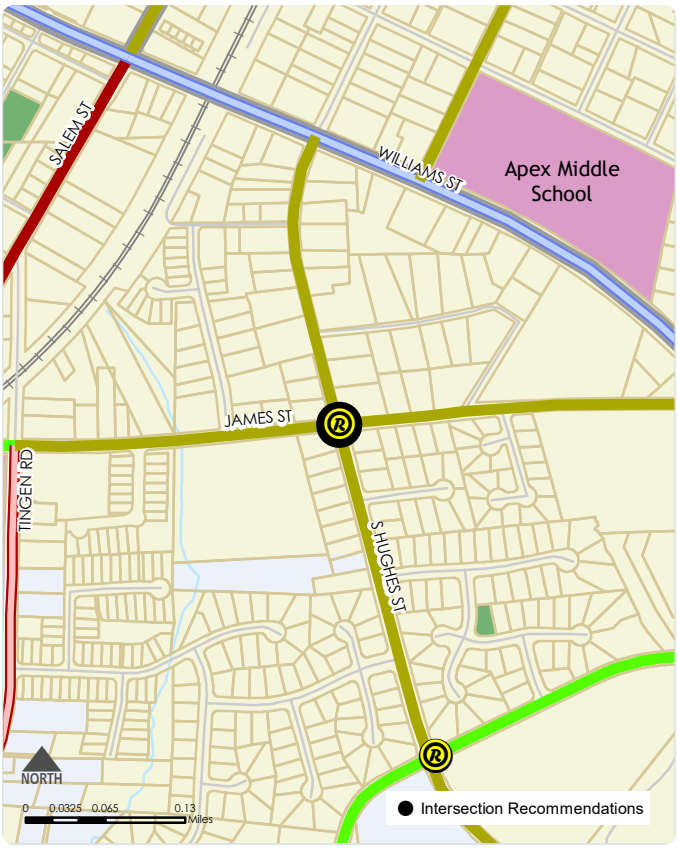
[ ] Interchange (improved)

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)

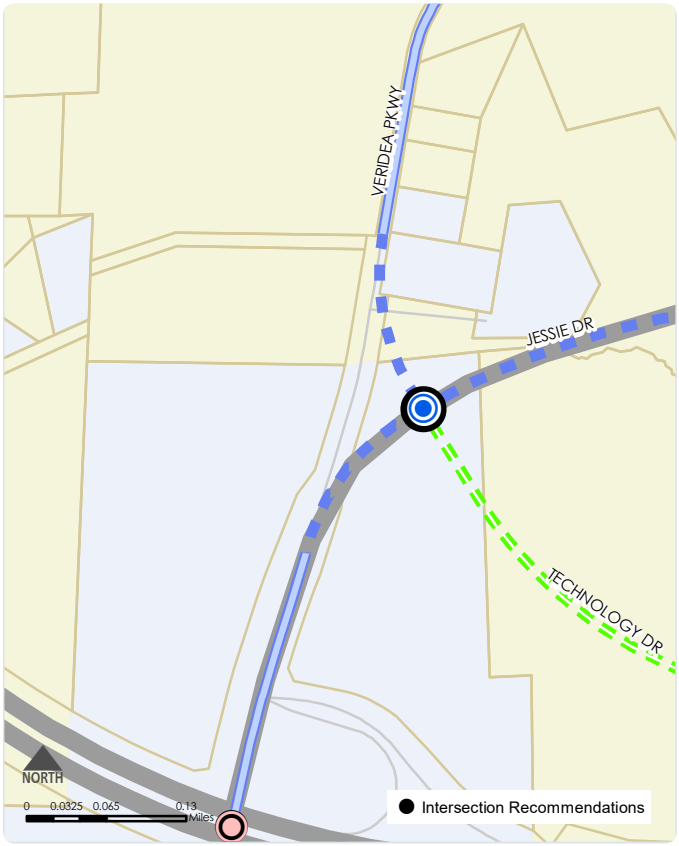
[ ] Interchange (improved)

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)

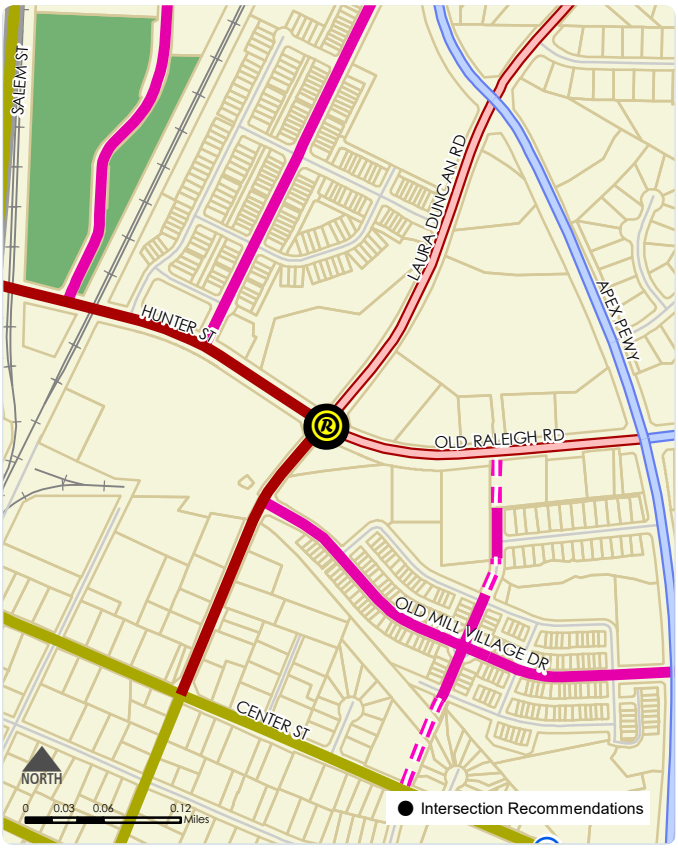
[ ] Interchange (improved)

GUIDING PRINCIPLES

Integrated Growth, Mobility and Connectivity

PI-15: OLD RALEIGH ROAD/HUNTER STREET AT LAURA DUNCAN ROAD/MASON STREET ROUNDABOUT

VICINITY MAP



DESCRIPTION

PROJECT TYPE	Roundabout
STREET	Old Raleigh Road/ Hunter Street
X-STREET	Laura Duncan Road/Mason Street
CONTEXT AREA	Town Center
TIMEFRAME	Near-Term
COST	$3,400,000

INTERSECTION DETAILS

IMPROVEMENT TYPE

[ ] Intersection Realignment

[X] Roundabout

[ ] Grade Separation

[ ] Interchange (new)

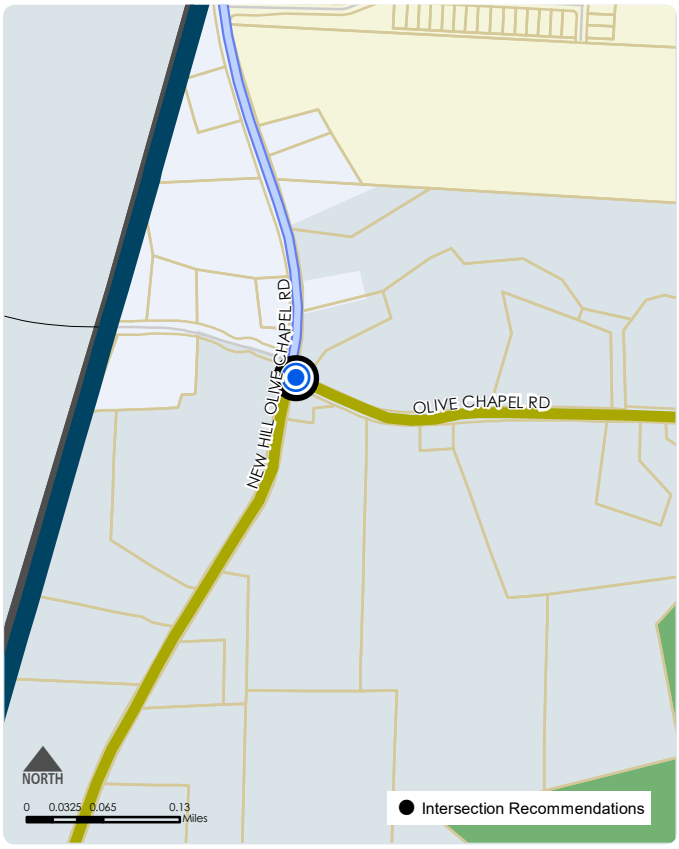
[ ] Interchange (improved)

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	Oive 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)

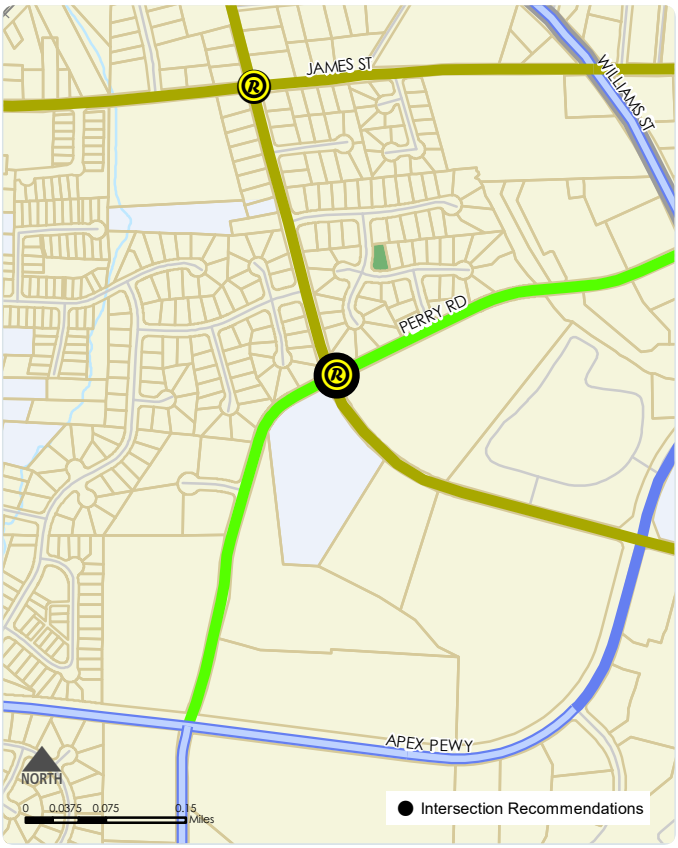
[ ] Interchange (improved)

GUIDING PRINCIPLES

Safety

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)

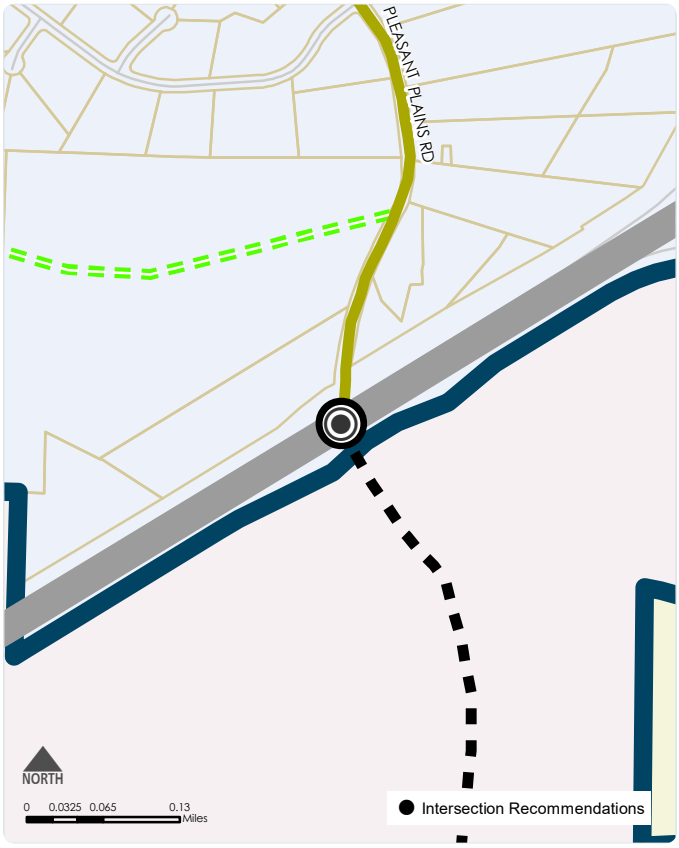
[ ] Interchange (improved)

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)

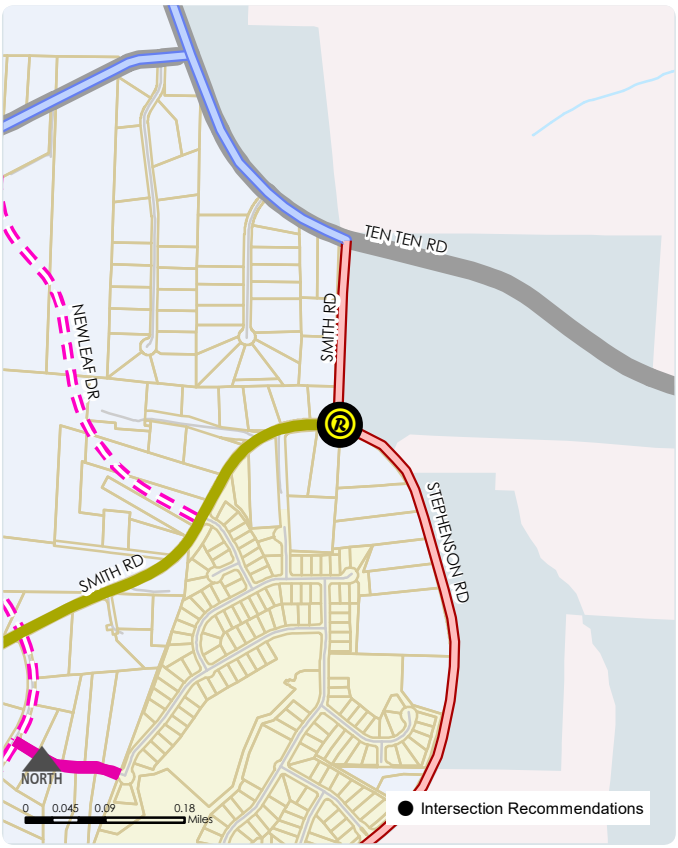
[ ] Interchange (improved)

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)

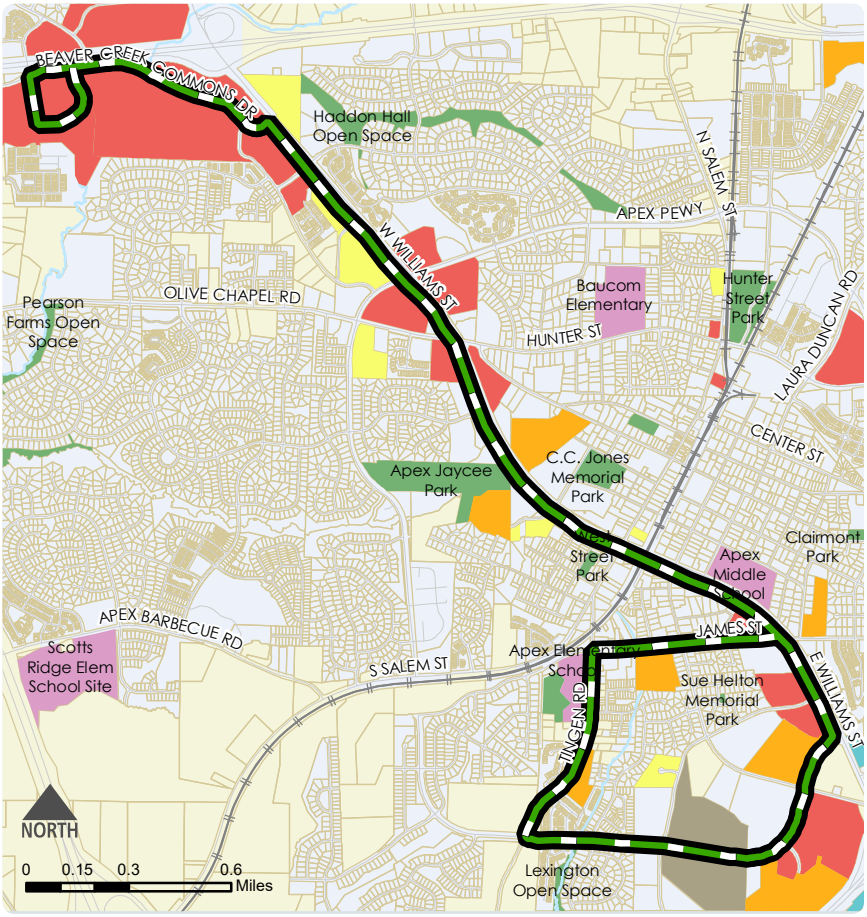
[ ] Interchange (improved)

GUIDING PRINCIPLES

Integrated Growth, Safety

APEX CIRCULATOR

VICINITY MAP



DESCRIPTION

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.

KEY PLACES AND CONNECTIONS

PLACES

- Downtown Apex
- NC 55 Corridor
- Beaver Creek Commons
- Wal-Mart
- Cambridge Village
- Apex Middle School
- Apex Jaycee Park

POTENTIAL TRANSIT CONNECTIONS

- Go Triangle Route 305
- Go Triangle Route 311
- Holly Springs Express

GUIDING PRINCIPLES

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