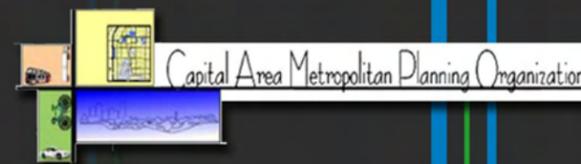
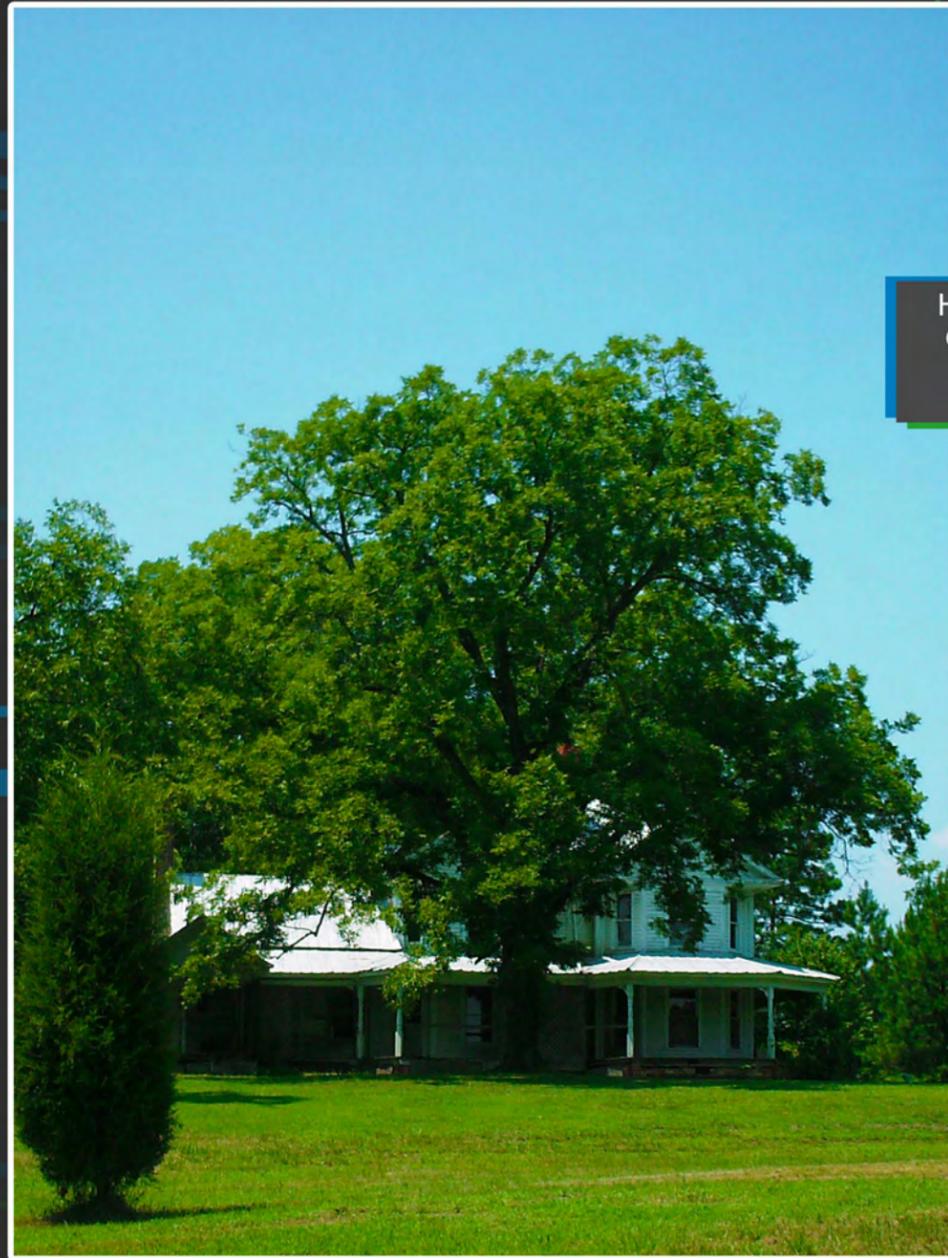




Appendices





Historic House on the
corner of US 64 and
New Hill Road
(August 2008)

Appendix A: Newsletters, Handouts, Presentations and Public Notices

Beginning of Study

- Newsletter #1
- Newsletter #1 in Spanish

Workshop #1

- Newsletter #2
- NCDOT Public Notice
- Chatham County Public Notice
 - Workshop #1 Handout
- Workshop #1 Presentation

Workshop #2

- Newsletter #3
- Newsletter #3 in Spanish
 - NCDOT Public Notice
- Chatham County Public Notice
- Town of Cary Letter to Citizens
 - Workshop #2 Handout
- Workshop #2 Presentation

Community Meeting

- NCDOT Public Notice
- NCDOT Media Advisory
 - Study Fact Sheet
- Frequently Asked Questions and Answers
 - Overview Presentation
- Top 10 Questions and Concerns Presentation

Appendix B: Public Comment Summaries

- Workshop #1
- Workshop #2
- Community Meeting
- Stakeholder Meetings
- Draft Corridor Study Report Public Comment Period

Appendix C: Corridor Study Team Meeting Minutes and Agency Team Meeting Minutes

- Corridor Study Team Meeting #1
- Corridor Study Team Meeting #2
- Corridor Study Team Meeting #3
- Corridor Study Team Meeting #4
- Corridor Study Team Meeting #5
- Corridor Study Team Meeting #6
- Corridor Study Team Meeting #7
- Corridor Study Team Meeting #8
 - Agency Team Meeting #1
 - Agency Team Meeting #2

Appendix D: Recommended Interim Short-term Solution at Laura Duncan Road Intersection



Newsletter #1

Access Management

Access Management is the planning, design and implementation of land use and transportation strategies that provide the safe flow of traffic, while accommodating the access needs of adjacent development. There are many benefits of access management – it is critical to providing efficient and safe roads.

- Failure to manage access can be associated with adverse social, economic, and environmental impacts, including:
- Increased vehicular crashes and collisions involving pedestrians and cyclists;

- Accelerated reduction in roadway efficiency;
- Degradation of scenic landscapes;
- More cut-through traffic in residential areas due to overburdened major roads;
- Adverse impacts to homes and businesses due to a continuous cycle of widening roads; and
- Increased commute times, fuel consumption, and vehicular emissions due to congestion.

(Modified from Transportation Research Board, <http://www.accessmanagement.info>)

There are many techniques that can be used to manage access, including:

- Increasing spacing between signals and interchanges;
- Control of driveway location, spacing, and design;
- Use of exclusive turning lanes;
- Median treatments;
- Use of service and frontage roads; and
- Introduction of land use policies that limit right-of-way access to highways.

Modified from the Federal Highway Administration brochure, "Benefits of Access Management," available at: <http://www.accessmanagement.info/pdf/BenefitsAccessMgmt.pdf>

GET INVOLVED

Website

www.ncdot.org/~US64study

Contact Information

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David Wasseman, PE
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1554 Mail Service Center
Raleigh, North Carolina 27699-1554
Phone: 919-733-7902 Ext. 361
Fax: 919-733-2417
Email: dswasseman@dot.state.nc.us

Toll Free Hotline

1-800-233-6315
8:00 a.m. – 5:00 p.m. weekdays

Español

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



US 64 Corridor Study Project Schedule

- 1st Newsletter _____ March 2008
- 2nd Newsletter _____ April 2008
- 1st Workshop _____ May 2008
- 3rd Newsletter _____ October 2008
- 2nd Workshop _____ October 2008
- Complete Study _____ April 2009

Workshop dates and locations will be advertised in future newsletters.



US 64 Corridor Study
c/o Peter Trencansky
URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, North Carolina 27560



Issue No.1
March 2008

US 64 Corridor Study

Study Purpose and Limits

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

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

What We Found From Preceding Studies

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

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

Your Input Matters

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

- Updated project information will be provided during the study through newsletters like this and through the project website, accessible at www.ncdot.org/~US64study.
- Four public workshops are planned during the course of the study: two in the Town of Apex and two in the Town of Pittsboro. The dates and locations of the meetings will be provided in future issues of the newsletter.
- You can contact the project team directly by calling, emailing or sending a letter using the contact information provided on the back page.
- A Corridor Development Team including representatives from the Town of Apex, Town of Cary, Town of Pittsboro, Wake County, Chatham County and multiple resource agencies will be closely consulted and involved in decisions throughout the study.

In This Issue

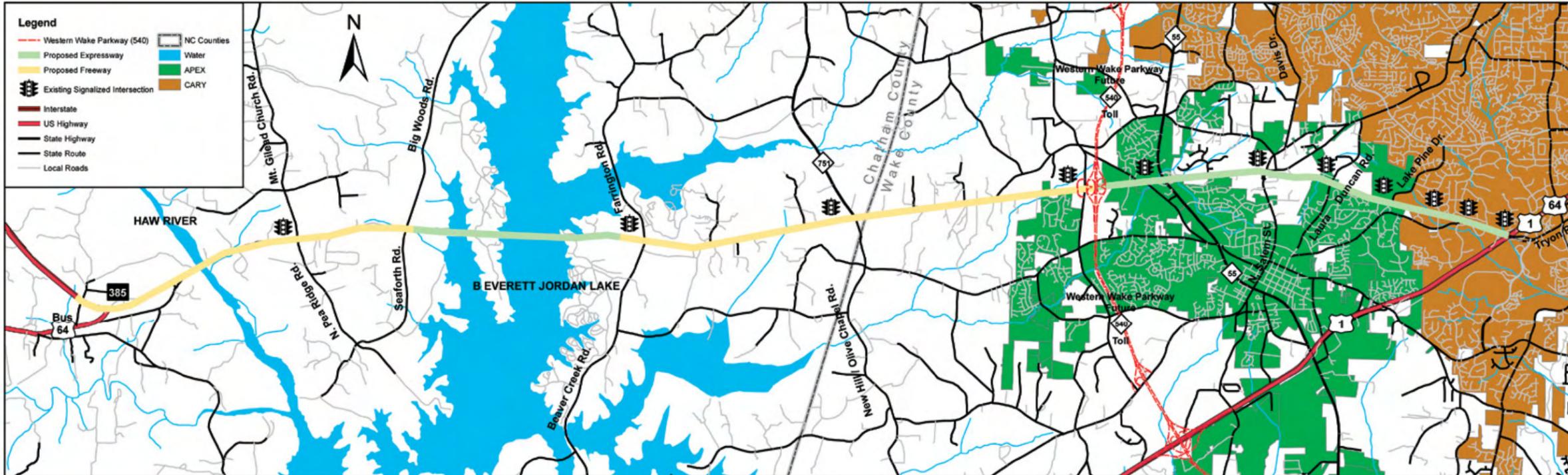
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What We Found From Previous Studies.....	1
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Strategic Highway Corridors Initiative

The US 64 Corridor Study is part of NCDOT's Strategic Highway Corridor initiative to provide a network of high-speed, safe, reliable highways throughout North Carolina. These Corridors are critical to statewide mobility and connectivity and promote a vision of modern, efficient transportation, supportive of economic opportunities, and environmental excellence. For further information, please visit www.ncdot.org/~shc.



Study Area and Proposed Facility Type



Facility Types

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



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

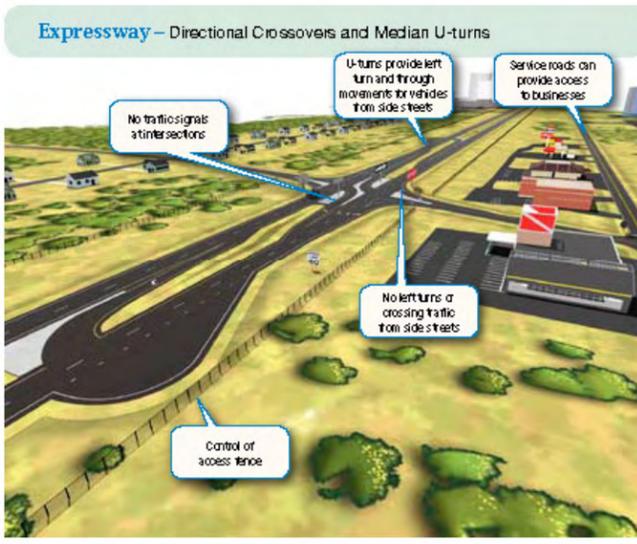


Illustration of an Expressway

Freeways - are roads that provide a high movement of traffic with limited access points. Freeways have a minimum of four lanes with a median and a posted speed limit of 65 mph or greater. There are no traffic signals or driveways on a freeway, and the only access points or connections are at interchanges.

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

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

Newsletter #1 in Spanish

La dirección del acceso

La dirección del acceso es el plan, el diseño e implementación del uso de la tierra y las estrategias de la transportación que permitan el flujo seguro del tráfico, mientras que acomodan las necesidades del acceso del desarrollo adyacente. Hay muchos beneficios de la dirección del acceso – Es crítico para permitir calles eficientes y seguras.

La falta de manejar el acceso puede asociarse con impactos adversos sociales, económicos, y ambientales, incluyendo:

- Una crecimiento de los accidentes de vehículos y colisiones que incluyen peatones y ciclistas;
- Una reducción acelerada en la eficiencia calzada;

- Una degradación de paisajes escénicos;
- Más tráfico en las áreas residenciales debido a las carreteras principales sobrecargadas;
- Los impactos adversos en las casas y los negocios debido al ciclo continuo de carreteras que se ensanchan; y
- El aumento del tiempo de conmuta, el consumo del petróleo, y las emisiones de vehículos debido a la congestión.

(Modificada de La Administración de la Investigación de la transportación, <http://www.accessmanagement.info>)

Hay muchas técnicas que pueden usarse para manejar el acceso, incluyendo:

- Aumentar el espacio entre los señales e intercambios;
- Control sobre las locaciones de las entradas, espaciamiento, y el diseño;
- Uso de los camiles exclusivos para dar vuelta;
- La tratamiento de las medianas;
- Usa de las carreteras para servicio y frente; y
- La introducción de las políticas del uso de la tierra que limiten al acceso preferencia a las carreteras.

(Modificada del folleto de La Administración de la Carretera Federal, "Beneficios de la Dirección del Acceso," hay folletos a disposición de quien los solicita: <http://www.accessmanagement.info/pdf/BenefitsAccessMgmt.pdf>)

Participe

Sitio web

www.ncdot.org/~US64study

La información para contacto

Peter Trencansky, PE

URS Corporation

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David Wasserman, PE

NCDOT Transportation Planning Branch

1554 Mail Service Center

Raleigh, North Carolina 27699-1554

Teléfono no: 919-733-7932 Ext. 361

Fax: 919-733-2417

Correo electrónico: dswasserman@dot.state.nc.us

Gratuitamente

1-800-233-6315

8:00 a.m. – 5:00 p.m. días entre semana

Español

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



El corredor US 64

Horario para el proyecto de la investigación

- Primer boletín _____ Marza 2008
 - Segundo boletín _____ Abril 2008
 - Primer taller _____ Mayo 2008
 - Tercer boletín _____ Octubre 2008
 - Segundo taller _____ Octubre 2008
 - Investigación completa _____ Abril 2009
- Las fechas de los talleres y locaciones se anunciarán en los boletines futuros.



US 64 Corridor Study
o/o Peter Trencansky
URS Corporation
1600 Perimeter Park Drive
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Morrisville, North Carolina 27560



Una Investigación del corredor US 64

Expedición Num. 1 • Marza 2008

El Propósito de la investigación y las limitaciones

El departamento de la transportación del Norte Carolina está guiando una investigación de un tramo de 19-millas de US 64 entre el carrino de US 1/US 64 Intercambiador en Cary a el carrino de US 64/US 64 Business divida en el lado del este de Pittsboro (Salida 385) (mira al mapa en el panel interior). Este esfuerzo está conduciendo en una asociación con La Organización Metropolitana del Planeamiento del Área Capital (CAMPO); las ciudades de Cary, Apex y Pittsboro; y los condados de Wake y Chatham. La investigación resultará en un plan de operaciones y diseño que identifica una serie de estrategias a largo plaza de transportación y desarrollo de la tierra para convertir esta sección del corredor US 64 de la condición actual a una autopista y una carretera. Estas estrategias serán implementadas sobre un periodo de tiempo extendido y serán desarrolladas con la aportación de la publica, la consulta continua del Equipo de Desarrollo del Corredor, que incluye las representantes del gobierno local, una análisis del tráfico en US 64, y una consideración de la usa de la tierra en el área de alrededor.

La información que descubrimos en las investigaciones anteriores

El corredor de US 64 es una parte de una serie que considera maneras para mejorar los corredores de US 64 y NC 49, cual se extiende de Charlotte a Raleigh. La primera investigación que se llama Phase I identificó mejoras futuras de las carreteras dentro del área de la investigación e identificó los elementos principales de una inversión financiera significativa. La última visión del corredor identificada en Phase I incluyó el siguiente:

- Mejorar US 64 de I-40 cerca de Mocksville al propuesto NC 540 en Apex, convirtiéndola en una autopista,
- Mejorar US 64 del propuesto NC 540 a US 1 en Cary, convirtiéndola en una carretera y,
- Mejorar US 49 de I-85 cerca de Charlotte a US 64 en Asheboro, convirtiéndola en una autopista.

Su aportación nos importa

La Investigación del Corredor US 64 está conduciendo con las ideas de las comunidades en el área de la investigación – aquí es como:

- Información verdadera del proyecto será proporcionado durante la investigación en los boletines como este boletín y en el sitio web del proyecto, accesible a www.ncdot.org/~US64study.
- Hay cuatro talleres públicos durante el curso de la investigación: dos está en Apex y dos está en Pittsboro. Las fechas y locaciones de las reuniones se anunciarán en los boletines futuros.
- Puede ponerse en contacto directamente con el equipo del proyecto por llamando, enviando un correo electrónico o enviando una carta usando la información del contacto en la última página.
- Un Equipo de Desarrollo del Corredor incluyendo las representantes de las ciudades de Apex, Cary, y Pittsboro; los condados de Wake y Chatham; y muchas agencias del recurso serán consultadas y participarán en los procesos de toma una decisión por la investigación.

En esta edición

El propósito de la investigación y las limitaciones 1

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Su aportación nos importa 1

La iniciativa estratégica para los corredores en la carretera 1

El Área para la investigación y Un Propuesto del Tipo de Facilidad 2

Los tipos de facilidades ... 2

La función del acceso 3

La dirección del acceso ... 4

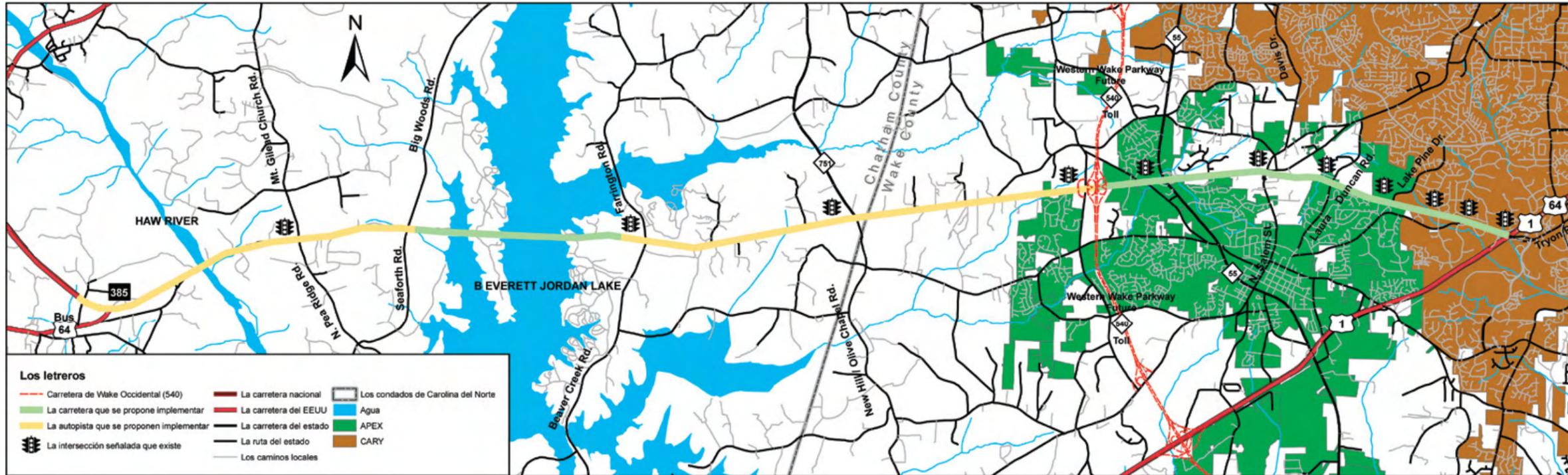
Horario para el proyecto... 4

Participe 4

La iniciativa estratégica para los corredores en la carretera

El estudio del corredor US 64 es una parte de la iniciativa estratégica para los corredores en la carretera de NCDOT para proporcionar una red de carreteras seguras, confiables, y de alta velocidad para Carolina del Norte. Estos corredores son críticos a la movilidad y la conectividad por el estado y para promocionar una visión del transporte moderna, eficiente, de apoyo de oportunidades económicas, y de excelencia ambiental. Para la información adicional, visite por favor www.ncdot.org/~shc.

El Área para la investigación y Un Propuesto del Tipo de Facilidad



Los tipos de facilidades

Las carreteras están clasificadas en categorías varias, incluyendo arterias mayores y menores, la carretera nacional, la autopista y la carretera, entre otros. Su clasificación se basa en varios elementos, incluyendo si acceso/entradas están proporcionados (a los desarrollos) contra el movimiento del tráfico (por ejemplo, si el tráfico circula fácilmente sin señales de tráfico o si hay señales de tráfico y puntos de acceso). Dentro de las limitaciones de la investigación, el US 64 se clasifica actualmente como una arteria mayor. La recomendación de estudios anteriores es aumentar una sección de US 64 a una autopista y otra sección a una carretera para permitir que el tráfico se mueva más eficientemente.



La ilustración de una autopista
Descargo de responsabilidad: estas interpretaciones son para propósitos ilustrativos solamente. La colocación verdadera de los elementos del diseño puede cambiar según NCDOT y las pautas federales.



Ilustración de una carretera

La autopista – son calles que proporcionan un gran movimiento del tráfico con una limitación en los puntos de accesos. Las autopistas tienen un mínimo de cuatro carriles con una mediana y un letrero que declara un límite de velocidad de 55 mph o más. No hay señales de tráfico o entradas en una autopista, y sólo puntos de accesos o conexiones están situados a los intercambios. Las calles cruzadas están separadas de la autopista, que significa que no cruzan la autopista en el mismo nivel del suelo. Por ejemplo, I-40.

Las carreteras – son calles que proporcionan un gran movimiento del tráfico con los puntos de acceso limitados o moderados. Las carreteras tienen un mínimo de cuatro carriles con una mediana y un letrero que anuncia un límite de velocidad entre 45 a 60 mph. No hay señales de tráfico en una carretera, y aunque las entradas se permiten a veces, no se permiten fácilmente. El acceso a la carretera se limite generalmente a las calles conectadas y las calles de servicio con sólo una vía de entrar o salir, y las conexiones se proporcionan en los intercambios para las calles de cruzar importantes y en las intersecciones de primer plano para las calles de cruzar de menor importancia. Un buen ejemplo de una sección corta de la carretera es el US 64 en la vecindad de la Calle Salem en Apex.





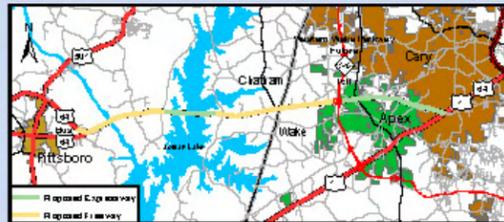
Issue No. 2
May 2008

US 64 Corridor Study

Project Team Develops Long-Term Alternatives

After much analysis and coordination with the Corridor Study Team (CST) and project partners*, several long-term alternatives have been developed that would transition US 64 between the US 1/US 64 interchange in Cary and the US 64/US 64 Business split on the east side of Pittsboro from its current condition to a freeway and expressway. Data used to determine the most feasible alternatives for the project included:

- Current traffic conditions,
- Expected future traffic conditions,
- The history of crashes along the corridor,
- The engineering feasibility of the alternatives,
- A preliminary analysis of cost, and
- A preliminary analysis of impacts to the natural, human and physical environments.



Public input and a closer examination of impacts to the natural, human and physical environments will be considered in the selection of a preferred long-term alternative.

Detailed information about the long-term alternatives will be available at public workshops to be held in May (see below) and can also be found on the project website www.ncdot.org/~US64study.

*The CST includes representatives of local governments and agencies. The North Carolina Department of Transportation (NCDOT) is leading the project, in partnership with the Capital Area Metropolitan Planning Organization; the towns of Apex, Cary and Pittsboro; and Wake and Chatham counties.

Public Workshops Scheduled

Two workshops have been scheduled to present the long-term alternatives to the public and gather feedback. The public will have the opportunity to listen to a presentation describing the project, review maps showing the long-term alternatives, ask questions and provide comments. All members of the public, agency representatives and organizations are encouraged to participate in either workshop and can drop-in at any time between 5:00 and 8:00 p.m. (it is not necessary to attend the workshops for the entire time).

Date: May 19, 2008
Time: 5:00 – 8:00 PM
Location: Apex High School
1501 Laura Duncan Rd.
Apex, NC 27502

Date: May 20, 2008
Time: 5:00 – 8:00 PM
Location: Northwood High School
310 Northwood High School Rd.
Pittsboro, NC 27312

If you are a person with a disability who needs any accommodation to participate in this workshop, you are entitled, at no cost to you, to the provision of certain assistance. Please contact Ed Lewis, NCDOT, 919-715-1593 or elewis@dot.state.nc.us at least two days prior to the meeting.

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What are "Long-Term Alternatives"?

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

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

It should be noted that funding has not been programmed for the long-term alternatives. The long-term alternatives will be used to preserve right-of-way for future projects and to guide development. Additional detailed analyses of long-term alternatives will be performed as projects are funded.

Taking a Look Ahead

Next Steps

- The Corridor Study Team will discuss the input and comments received from the first series of workshops and select a preferred long-term alternative.
- The preferred long-term alternative, along with possible short-term improvements, will be presented at a second public workshop.
- Following the second public workshop in October 2008, the preferred long-term and short-term alternatives will be finalized and included in the US 64 Corridor Study Phase IIA Report.



Glossary of Terms

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

Freeways – roads that provide a high movement of traffic with limited access points. Freeways have a minimum of four lanes with a median and a posted speed limit of 65 mph or greater. There are no traffic signals or driveways on a freeway, and the only access points or connections are at interchanges.

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

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

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

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

GET INVOLVED

Website
www.ncdot.org/~US64study

Contact Information
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Fax: 919-733-2417
Email: dswasserman@dot.state.nc.us

Toll Free Hotline
1-800-233-6315
8:00 a.m. – 5:00 p.m. weekdays

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



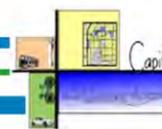
US 64 Corridor Study Project Schedule

Future workshop dates and locations will be noted in upcoming newsletters. See front page for workshop announcements.

• 1st Newsletter.....	Issued March 2008
(copies available on www.ncdot.org/~US64study)	
• 2nd Newsletter.....	May 2008
• 1st Workshop.....	May 19, 2008 and May 20, 2008
• 3rd Newsletter.....	October 2008
• 2nd Workshop.....	October 2008
• Complete Study.....	April 2009



US 64 Corridor Study
c/o Peter Trencansky
URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, North Carolina 27560



NCDOT Public Notice

NCDOT TO HOLD PUBLIC MEETINGS MAY 19 AND 20 FOR PROPOSED IMPROVEMENTS TO U.S. 64 CORRIDOR IN CHATHAM AND WAKE COUNTIES

Friday, May 09, 2008

RALEIGH — The N.C. Department of Transportation will hold citizens' informational workshops May 19 and 20 for proposed improvements to the U.S. 64 corridor in Chatham and Wake counties.

Meetings will be held from 5 to 8 p.m. and are scheduled for:

- Monday, May 19, at Apex High School, 1501 Laura Duncan Road, Apex; and
- Tuesday, May 20, at Northwood High School, 310 Northwood High School Road, Pittsboro.

Citizens are invited to drop in and speak individually with NCDOT officials as well as review project alternatives. Comments and suggestions received during workshops will be considered as project plans are developed.

NCDOT is working with the Capital Area Metropolitan Planning Organization, Chatham and Wake counties, and the towns of Apex, Cary and Pittsboro to study short- and long-term strategies for upgrading the U.S. 64 corridor, from U.S. 1 in Cary to the U.S. 64 Bypass east of Pittsboro, to an expressway. A short-term series of improvements will be presented at future workshops in the fall. Additional information on the study can be found at www.ncdot.org/~us64study.

For more information, contact Peter Trecansky with the URS Corporation at (919) 461-1332 or via e-mail at peter_trecansky@urscorp.com. Citizens may also write, referencing U.S. 64 Corridor Study Phase IIA, to:

Peter Trecansky
URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, NC 27560

NCDOT will provide Spanish language interpreters, as well as auxiliary aids and services under the American with Disabilities Act for disabled persons who want to participate in this workshop. Anyone requiring special services should contact Ed Lewis with the NCDOT Public Involvement Unit at (919) 715-1593 as early as possible so that arrangements can be made.

NCDOT

Chatham County Public Notice

DOT Holds Local Meetings for Input on Plan for US 64

Posted Date: 4/30/2008 1:15 PM

The Department of Transportation has scheduled two public information workshops in or near Chatham County on the corridor study US 64, specifically focusing on the section of the highway between US 1 in Cary to Business 64 in Pittsboro. They are partnering with the Capital Area Metropolitan Planning Organization and affected local governments, including Chatham County, in hosting the workshops, which are slated for:

- Monday, May 19, Apex High School, 1501 Laura Duncan Road, Apex
- Tuesday, May 20, Northwood High School, 310 Northwood High School Road, Pittsboro (on 15/501 just north of Pittsboro)

The public can stop by either workshop anytime between 5 to 8 pm to get information on the corridor study and find out what it means for long-range development of US 64.

For more information on the workshops, [click here](#).

For more information on the study, [click here](#).

Additional Questions? Contact Peter Trecansky at (919) 461-1332 or email. Note: He is not a DOT employee but is assisting DOT with the project.





Workshop #1 Handout

US 64 Corridor Study Workshop No. 1

The main purposes of tonight's workshop are to:

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

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

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

- Station 2: Existing Conditions Maps – Review the current conditions along US 64 and use the yellow dots provided to show us where you live or work (so that we know we are communicating with people across the entire corridor).
- Station 3: Introduction – Watch a presentation that provides an overview of the US 64 Corridor Study and presents the format and purposes of tonight's workshop.

- Station 4: Strategic Highway Corridors – Learn about the NCDOT initiative to provide a network of high-speed, safe, reliable highways throughout North Carolina.
- Station 5: Long-term Alternative Maps – Review the strategies being considered to transition US 64 to a freeway and expressway within the study

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

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

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

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

Get Involved

Website

www.ncdot.org/~US64study

Contact Information

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Toll Free Hotline

1-800-233-6315
8:00 a.m. – 5:00 p.m. weekdays

Español

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

Glossary of Terms

Expressways and Freeways – See middle pages

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

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

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

Taking a Look Ahead

Next Steps

- The Corridor Study Team will discuss the input and comments received from the first series of workshops and select a preferred long-term alternative.
- The preferred long-term alternative, along with possible short-term improvements, will be presented at a second public workshop.
- Following the second public workshop in October 2008, the preferred long-term and short-term alternatives will be finalized and included in the US 64 Corridor Study Phase IIA Report.



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

US 64 Corridor Study

Study Purpose and Limits

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

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

What We Found From Preceding Studies

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

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

Your Input Matters

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

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

What are "Long-Term Alternatives"?

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

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

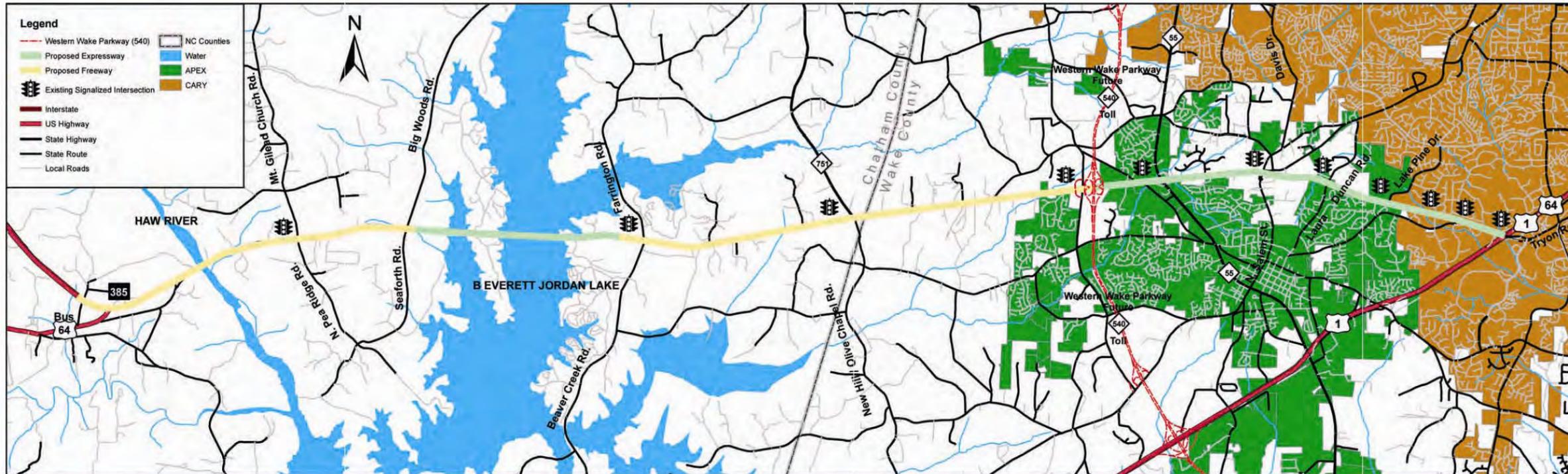
Strategic Highway Corridors Initiative

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



Workshop #1 Handout

Study Area and Proposed Facility Type



Facility Types

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



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



Illustration of an Expressway

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

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

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

Workshop #1 Presentation

US 64 Corridor Study

Workshop #1
 May 19 - Apex High School
 May 20 - Northwood High School

WELCOME!

This presentation will cover:

- Information about the study.
- Where we are in the process.
- What is happening tonight.

Welcome to the first workshop for the US 64 Corridor Study. This brief presentation will cover information about the study, where we are in the study process and what we will be presenting to you this evening.

PROJECT OVERVIEW

Project Study Area

The US 64 Corridor study area extends from the US 64 Bypass interchange, east of Pittsboro to the US 1 interchange in Cary, for a length of approximately 19 miles. Currently, this section of US 64 has two lanes in each direction with a center median. There are 11 signalized intersections and over 110 access points, or roads and driveways with direct access to US 64.

PROJECT OVERVIEW

Project Sponsors:

- North Carolina Department of Transportation (NCDOT)
- Capital Area Metropolitan Planning Organization (CAMPO)
- Chatham County
- Wake County
- Town of Pittsboro
- Town of Apex
- Town of Cary

Members of Study Team:

- Federal Highway Administration (FHWA)
- US Army Corp of Engineers (USACE)
- North Carolina State Parks Service
- North Carolina Turnpike Authority (NCTA)
- Triangle Area Rural Planning Organization (TARPO)

The study is a joint effort of the North Carolina Department of Transportation; Capitol Area Metropolitan Planning Organization; the towns of Cary, Pittsboro and Apex; and Wake and Chatham counties. Representatives of these groups are joined by other agencies and organizations on a Corridor Study Team. The Corridor Study Team will be closely consulted and involved in decisions throughout the study.

PROJECT OVERVIEW

Why is the study needed?

- Part of NCDOT's Strategic Highway Corridors initiative to improve mobility and connectivity across the state
- Preserve and enhance capacity and traffic operations along US 64
- To create a master plan that guides development and improvements that accommodate future growth along US 64
- Enhance the ability to function as an alternate route to I-40 and I-85 (as identified in Phase I study)

This study is needed to determine how to preserve and enhance the operating conditions along US 64.

US 64 is an important connection between many of largest cities in North Carolina, and, as such is designated as a Strategic Highway Corridor. Studies have shown that US 64 is also an important alternate route to Interstate 40.

Increasing traffic volumes have substantially reduced the traffic flow and increased congestion along US 64. This congestion is expected to continue to worsen as the area continues to experience rapid growth.

PROJECT OVERVIEW

What is the Purpose of the Study? To Develop a Master Plan to:

- Upgrade US 64 to a freeway
 - From US 64 Bypass/US 64 Business Split to west of Jordan Lake
 - From east of Jordan Lake to NC 540
- Upgrade US 64 to an expressway
 - Across Jordan Lake
 - From NC 540 to the US 1/US 64 interchange in Cary

The purpose of the study is to plan for the transition of this section of US 64 to a freeway and expressway over the next 30 years.

The areas shown in blue on the map will eventually be upgraded to a freeway.

The areas shown in purple on the map will eventually be upgraded to an expressway.

PROJECT OVERVIEW

Characteristics of Freeways and Expressways

	Freeway	Expressway
Access	Full Control	Limited/Partial Control
Number of Lanes	Minimum of four with median	
Speed Limit	55 mph or greater	45 mph - 60 mph
Traffic Signals	Not allowed	
Driveways	Not allowed	Strongly discouraged
Access Points	Interchanges	Interchanges and Intersections

The characteristics of freeways and expressways are compared in the table shown. Both types of roads provide high movement of traffic with limited access. Traffic signals are not allowed on these roads. All access points on freeways are through interchanges, while expressways use both interchanges and intersections. Handouts available at the sign-in desk provide further details about these types of roads.

PROJECT OVERVIEW

Population Growth

The triangle region is a rapidly growing area. This chart shows the population in Chatham and Wake counties in 2000 and 2006, and the expected population in 2030. Chatham County's population has increased by 17 percent over the past six years and is projected to increase by an additional 54 percent between now and 2030. Similarly, Wake County's population has increased by 26 percent over the past six years and is projected to increase by an additional 85 percent by 2030.

Workshop #1 Presentation



The increase in population has a direct effect on the number of vehicles on the roadways. This graphic shows traffic volumes along the US 64 Corridor at several locations and includes traffic counted in 2007 and what is projected to be on US 64 in the year 2035. As can be seen from the graphic, the traffic volumes on US 64 in Chatham County and the volumes in the vicinity of NC 540 will more than triple over the next 28 years. Continuing east along the corridor the traffic volumes in the Apex area are projected to increase by over 50 percent and the volumes in the Cary area are projected to increase by over 35 percent.



For reference, the 2035 volumes are shown in blue along with volumes on several area roadways in red. As can be seen the Chatham County section of US 64 will have traffic volumes slightly greater than those currently on Walnut Street in the vicinity of Crossroads Shopping Center or those on Capital Boulevard in the mini city area. The 2035 traffic volume across Jordan Lake and in the vicinity of the NC 55 interchange will be similar to the volume on US 64 at the Bellline on the east side of Raleigh. The projected volume near NC 540 and in the vicinity of the US 1/64 interchange in Cary will be similar to the current traffic volume along Glenwood Avenue in front of the Crabtree Valley Mall. For additional reference the volume of US 1/64 in the vicinity of Cary Parkway is shown.

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PROJECT OVERVIEW

What will be the products of the study?

- Long-term Plan of Improvements
- Short-term Plan of Improvements
- Implementation Plan
- Land Use Strategies
- Bicycle, Pedestrian and Transit Integration
- Agreements between Study Partners

The main products of this study will include long-term and short-term plans for improvements along the US 64 Corridor. We will take a closer look at long-term and short-term improvements in the next couple of slides.

Other products of this study will include a plan for implementing both the short-term and long-term improvements, recommendations for land use strategies so that development is compatible with the ultimate vision for the corridor and a plan for integrating bicycle, pedestrian and transit users along the corridor.

Following the completion of the study, the Study Team will shepherd the development and signing of a Memorandum of Understanding between study partners to incorporate recommendations into transportation and land use plans and overall decision-making along the corridor.

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PROJECT OVERVIEW

What are long-term improvements?

- Ultimate goal is to upgrade to a freeway and expressway.
- Implemented over an extended period of time.
- Could include strategies such as:
 - Replacing signalized intersections with interchanges,
 - Increasing spacing between interchanges and intersections,
 - Closing access points.

The ultimate goal of the long-term improvements will be to convert the existing roadway to an expressway and freeway facility. "Long-term improvements" include a combination of strategies aimed at improving the movement of vehicles on US 64 within the study area. These strategies will be implemented over an extended period of time and could include methods such as: replacing signalized intersections with interchanges, increasing the space between interchanges and intersections, closing access points (such as driveways or entrances), and using service roads for access to developments. The long-term alternatives are the focus of the workshop this evening.

PROJECT OVERVIEW

What other studies must be done?

- Long-term improvements are **not** currently funded.
- The preferred alternative will guide development and preservation of right-of-way.
- Additional analysis and public involvement will take place as individual projects are funded.
- Some smaller short-term measures may be implemented within the next ten years

It should be noted that funding has not been programmed for the long-term alternatives. Unless new revenue sources are identified, the likelihood of any of the long-term improvements being constructed in the next 15 years is low.

The long-term alternatives will be used to preserve right-of-way for future projects and to guide development. Prior to construction, additional detailed analyses of long-term alternatives, including additional public involvement will be performed as projects are funded.

It is possible that several smaller scale short-term improvements may be implemented along the corridor over the next ten years.

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PROJECT OVERVIEW

What are short-term improvements?

- Smaller scale improvements (typically lower cost)
- Improve traffic flow and extend the useful life of the facility.
- Provide a safe facility with adequate traffic operation.
- Could include improvements such as:
 - Adding turn lanes,
 - Enhancing signal timing,
 - Upgrading intersections to a "Superstreet",
 - Modifying median openings.

The goal of short-term improvements is to extend the useful life of the existing roadway and provide a safe facility that allows for adequate traffic operation until the long-term solutions are needed and can be funded. These types of improvements are typically smaller and less expensive than the long-term improvements, but can greatly effect traffic operations and enhance safety along the corridor. Examples of short-term improvements include the addition of turn lanes, enhancements to traffic signal timing and modifications to median openings. These short-term improvements will be compatible with the long-term solutions for the corridor and will be presented at a second workshop.

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STUDY PROCESS

What is the study process?

- Public Workshop presenting long-term improvements (tonight!)
- Study Team will review comments and select long-term plan
- Study team will present preferred long-term improvements and recommended short-term improvements (tentatively October 2008)
- All study activities documented in US 64 Corridor Study Report

Three long-term alternatives will be shared with the public during this first workshop. The Corridor Study Team will use the input from this workshop and additional analyses to select a preferred alternative.

The preferred long-term alternative, along with short-term improvements, will be presented at a second public workshop.

Final alternatives will be included in the US 64 Corridor Study Report expected to be complete in April of 2009.

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WORKSHOP

What is the purpose of this workshop?

- Inform the community and answer questions about the study.
- Present the long-term alternatives.
- Gather input and feedback from the community.

The main purposes of tonight's workshop are to: inform the public about the study, present the long-term alternatives, and gather your input and comments about what has been done so far in order to guide the selection of a preferred long-term alternative.

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Workshop #1 Presentation

WORKSHOP

What is the format of the workshop?

- Station 1 Workshop Sign-in
- Station 2 Existing Conditions Maps
- Station 3 Introduction/Presentation
- Station 4 Strategic Highway Corridors
- Station 5 Long-term Alternative Maps
- Station 6 Citizen Comments
- Station 7 Kid's Corner

There are seven stations, or different types of information and activities, we hope you will participate in this evening. There are study representatives throughout the room that will be happy to guide you through the workshop and answer any questions.

WORKSHOP

- Sign-In**
 - Let us know you are here
 - Provide your contact information for the mailing list
 - Pick up handouts
- Existing Conditions**
 - Look at the current conditions along the US 64 corridor
 - Indicate where you live and work.

You may have already stopped by our first two stations, if not, please be sure you take a moment to sign-in, so we know how many people attended the workshop and can add anyone interested to the study mailing list.

You can also look at the first set of maps, showing the current conditions along the US 64 corridor. We will ask you to use a yellow dot to indicate where you live or work. This will help us be sure that we are communicating with people across the entire corridor.

CONTACT INFORMATION

Peter Trencansky, P.E. URS Corporation - North Carolina 1500 Perimeter Park Drive Suite 400 Morrisville, NC 27560 (919) 461-1332 peter_trencansky@urscorp.com	David S. Wasserman, P.E. NCDOT Transportation Planning Branch 1554 Mail Service Center Raleigh, NC 27699-1554 (919) 733-7932, ext. 361 dswasserman@dot.state.nc.us
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Toll Free Hotline
1-800-233-6315
8:00 a.m. - 5:00 p.m. weekdays

Project Website
www.ncdot.org/~US64study

There are several ways you can reach us throughout the course of the study. Please contact either Peter Trencansky with URS Corporation or David Wasserman at NCDOT.

We also encourage you to visit the study website. The site is kept up-to-date and is a source for complete information about the project. Maps of the long-term improvements are available on the website.

WORKSHOP

Long-Term Alternatives

- Up to three long-term alternatives for each section of the corridor are shown on maps.
- Indicate LIKES and DISLIKES using GREEN and RED dots.
- Provide details using sticky notes.
- This information will inform the study team.

Dislikes (Red dot)
Likes (Green dot)

The focus of tonight's workshop is to review the long-term alternatives. A series of ten detailed maps are posted around the room. Each map shows a section of the US 64 corridor.

Study representatives can answer your questions about the long-term alternatives and will also ask you to indicate any aspects of the alternatives you like using a green sticky dot, and any parts of the alternatives you do not like using a red sticky dot. The dots can be placed in the top margin of the map in the vicinity of the area you like or dislike. There will also be an opportunity to provide an explanation of likes and dislikes.

It is important to understand that this is not a "voting" process, but will provide information to the study team as they further analyze and select a preferred alternative.

WORKSHOP

Citizen Comments

- Your input is important!
- Please fill out a comment form and leave it tonight or mail it to us (contact information is on the form).

At the final station, we invite you to take a moment to provide us with written feedback. There are comment forms at this station that can be left in the comment box tonight or mailed or faxed to Peter Trencansky at URS.

Thank you for your participation!

Thank for taking the time to attend the workshop - please proceed to the other stations.

Workshop #2

Newsletter #3

Phasing Plan

The evaluation of the US 64 Corridor includes the development of a plan that will aid in implementing the recommendations of the study, for both the short-term and long-term alternatives. The Phasing Plan includes several key elements to help guide the transition of the corridor from the existing conditions, through the short-term alternative, to the long-term alternative and includes the following information:

- Segmenting the corridor into smaller pieces to allow for incremental development.
- Determining the priority and life-span of the short-term strategies.
- Determining the priority of the long-term strategies.
- Developing options for transitioning the short-term strategies to the long-term strategies.
- The Phasing Plan maps will be available for review and comment at Workshop #2.

Project Schedule

- 1st Newsletter..... Issued March 2008
- 2nd Newsletter Issued May 2008
- 1st Workshop..... May 19, 2008 and May 20, 2008
- 3rd Newsletter April 2009
- 2nd Workshop..... April 27, 2009 and April 28, 2009
- Complete Study..... November 2009

Taking a Look Ahead

Next Steps

- The project team will discuss the input and comments received from the second series of workshops and make any needed revisions to the land use evaluation, phasing plan, and short-term and long-term recommended alternatives.
- Develop a Corridor Study Report that will provide a comprehensive evaluation and blueprint for the corridor.
- Develop a Memorandum of Understanding between the Project Partners that will encourage future development to be consistent with the study recommendations for the corridor.

GET INVOLVED

Website
www.ncdot.org/~US64study

Contact Information

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Toll Free Hotline

1-800-233-6315
8:00 a.m. – 5:00 p.m. weekdays

Español

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



US 64 Corridor Study
c/o Peter Trencansky
URS Corporation
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Morrisville, North Carolina 27560

See Page 1 for Workshop Announcement



Issue No. 3
April 2009

**US 64
Corridor Study**

Study Team Recommends Long-Term Solution



After much analysis and coordination, the Corridor Study Team (CST)* has recommended a preferred alternative for the long-term solution to improve traffic flow and safety along US 64. The recommended

long-term alternative would transition US 64 between the US 1/US 64 interchange in Cary and the US 64/US 64 Business split on the east side of Pittsboro from its current condition to a freeway and expressway. The recommended long-term solution is known as Alternative 4, and is a hybrid of each of the three alternatives presented at the first workshops. The alternative incorporates many of the

continued on page 2

Public Workshops Scheduled

Two workshops are scheduled to present the recommended long-term and short-term solutions to the public and to gather feedback. At each meeting, the public will have the opportunity to listen to a presentation describing the project, view simulations and maps of the recommended long-term and short-term solutions, view maps showing land use and zoning recommendations, ask questions and provide comments. All members of the public, agency representatives and organizations are encouraged to attend and participate in the workshops. Note that the information shared and the format of both workshops will be the same and the public can drop in at anytime between 5:00 - 8:00 PM.

Date: April 27, 2009	Date: April 28, 2009
Time: 5:00 – 8:00 PM	Time: 5:00 – 8:00 PM
Location: Apex High School 1501 Laura Duncan Road Apex, NC 27502	Location: Horton Middle School 79 Horton Road Pittsboro, NC 27312

If you are a person with a disability who needs any accommodation to participate in this workshop, you are entitled, at no cost to you, to the provision of certain assistance. Please contact David Wasserman, NCDOT, 919-715-1273 or dswasserman@ncdot.gov at least two days prior to the workshop.

In This Issue

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Newsletter #3

Study Team Recommends Long-Term Solution continued from page 1



comments received from the first workshops and includes additional information such as pedestrian and bicycle facilities.

Data used to determine the recommended alternative for the project included:

- Current and expected future traffic conditions
- The history of crashes along the corridor
- The engineering feasibility of the alternatives
- A preliminary analysis of cost
- A preliminary analysis of impacts to the natural, human, and physical environments

Detailed information about the recommended long-term solution (Alternative 4) will be available at public workshops to be held in April (see back) and can also be found on the project website www.ncdot.org/~US64study.

**The CST includes representatives of local governments and agencies. The North Carolina Department of Transportation (NCDOT) is leading the project, in partnership with the Capital Area Metropolitan Planning Organization; the towns of Apex, Cary and Pittsboro; and Wake and Chatham counties.*

Study Team Develops Short-Term Solution

The Corridor Study Team (CST) has developed a short-term solution for the corridor that will help to improve safety and mobility along the corridor. The short-term solution is comprised of strategies aimed at improving the movement of vehicles on US 64 within the study corridor in a manner that extends its lifespan. These lower-cost strategies will be implemented in order to enhance traffic flow and safety along the corridor until the long-term solution is implemented.

The recommended short-term solution will utilize the superstreet concept (explained in greater detail on the opposite page) and was based on an evaluation of:

- Ability to manage traffic for both US 64 and side streets
- Residential and business access
- Pedestrian crossing/safety
- Consistency to facilitate driver expectation
- Duration of the benefits (15-20 years)
- Aesthetics
- Cost/Benefit analysis

Detailed information about the short-term solution will be available at the public workshops to be held in April and can also be found on the project website. Please note that at this time funding has not been programmed for the short-term or long-term solutions. The short-term solution may be used to guide development and additional detailed analyses of short-term solutions will be performed as projects are funded.

What is the difference between short-term and long-term solutions?

	Short-Term Solution	Long-Term Solution
What is the goal?	Extend the useful life of the corridor by improving safety and mobility until there is a need for the long-term solution to be implemented.	Convert US 64 into a freeway from US 64 Business in Pittsboro to NC 540 and to an expressway from NC 540 to US 1 in Cary in accordance with the Strategic Highway Corridor vision for US 64.
What is the timeframe for implementation?	Within 5-10 years	Beyond 15 years
What is the total estimated cost?	\$25-\$30 Million	\$400-\$450 Million

What Exactly is a Superstreet?

The superstreet is a non-traditional intersection design that routes left turns and through-movements from side streets to their desired destination by way of a right turn, followed by a U-turn at a designated median opening approximately 800 feet away.

How do I drive through it?

- If you are traveling along US 64, there is no difference between the superstreet signal movements and a regular signal.
- If you are on a side street and wish to turn right, there is no difference in what you do compared with a regular signal.
- If you are on a side street and wish to turn left onto US 64 or cross US 64, you would first turn right on US 64, then complete a U-turn at the signalized median opening. Once you make the U-turn, you can either turn right onto the side street or continue straight on US 64.



Ok, I can do that, but what does all this do for me?

- Recent studies have shown both safety and operational advantages to this design.
- Median U-turns will reduce the number of stops and delay to travelers on US 64.
- The travel time for traffic from side streets has been shown to be nearly equivalent or in some instances better than those with a regular signal.
- More green time can be provided at signals because the intersection has fewer conflicting traffic movements.

Detailed information on the operation and benefits of the superstreet concept will be presented at the workshops.

Study Team Develops Land Use and Zoning Recommendations

An evaluation of the existing and planned land use along the corridor has been developed. Coordination with local planners guided the land use assessment by identifying visions and goals for the study area that should be considered throughout the US 64 corridor. The assessment process was used to evaluate land use compatibility with the proposed design concepts. Short-term and long-term future land use scenarios were developed and compared to the proposed transportation improvements for compatibility. From this comparison, recommendations have been developed for changes to land use and zoning plans, growth management areas, and access management. The recommendations are focused on an integrated approach to achieving both mobility and land use/growth management objectives in a consistent manner throughout the corridor. Detailed information about the land use evaluation will be available at the public workshops to be held in April and can also be found on the project website www.ncdot.org/~US64study.

Newsletter #3 in Spanish

Las Etapas de la Planificación

La evaluación del corredor US 64 incluye el desarrollo de un plan que ayudará a implementar las recomendaciones del estudio, para ambos los alternativos a corto y a largo plazo. El plan por fases incluye varios elementos vitales para ayudar con la transición del corredor de las condiciones actuales a las detalladas en la alternativa a largo plazo, por medio de la alternativa a corto plazo. Incluye la información siguiente:

- La división del corredor en segmentos más pequeños para permitir el desarrollo gradual.
- La determinación de las prioridades y la vida útil de las estrategias a corto plazo.
- La determinación de las prioridades de las estrategias a largo plazo.
- El desarrollo de opciones para la transición de las estrategias a corto plazo a las a largo plazo.
- Los mapas del plan por fases serán disponibles para repaso y comentario en el taller público número dos.

Horario para el Proyecto

- 1st boletín Publicado Marzo 2008
- 2nd boletín Publicado Mayo 2008
- 1st taller El 19 y el 20 de mayo, 2008
- 3rd taller Abril 2009
- 2nd taller El 27 y el 28 de abril 2009
- Investigación completa Noviembre 2009

participe

El sitio web

www.ncdot.org/~US64study

La Información para contacto

Peter Trencansky, PE
URS Corporation

1600 Perimeter Park Drive, Suite 400
Morrisville, North Carolina 27560
Teléfono: 919-461-1332
Fax: 919-461-1415

Correo electrónico: peter_trencansky@urscorp.com or

David Wasserman, PE

NCDOT Strategic Planning Office

1501 Mail Service Center
Raleigh, North Carolina 27699-1501
Teléfono: 919-715-1273
Fax: 919-715-2858

Correo electrónico: dswasserman@ncdot.gov

Gratuitamente

1-800-233-6315

8:00 a.m. – 5:00 p.m. días entre semana

Español

La información acerca del proyecto está disponible en español en el sitio web de proyecto.

Los boletines en español pueden ser solicitados de la línea directa de peaje-liberta.



US 64 Corridor Study
c/o Peter Trencansky
URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, North Carolina 27560

Véase en la página 1 para el Anuncio de Taller

Mirando Adelante al Futuro

Los pasos próximos

- El equipo del proyecto discutirá los comentarios y la aportación ya recibidos de la segunda serie de talleres públicos y hará las modificaciones necesarias en la evaluación del uso de la tierra, el plan por fases y las alternativas a corto y a largo plazo.
- Se desarrollará un Informe de Estudio del Corredor que proporcionará una evaluación exhaustiva y un plano para el corredor.
- Se desarrollará un Memorándum de Acuerdo entre los Compañeros del Proyecto que les animará a los que conducen el desarrollo futuro a concordar con las recomendaciones del estudio para el corredor.



Expedición Núm. 3

Abril 2009

Una Investigación del Corredor US 64

El Equipo de Estudios del Corredor Recomienda una Solución a Largo Plazo



Después de mucho análisis y coordinación, el Equipo de Estudios del Corredor (CST)* ha recomendado una alternativa preferida para la solución a largo plazo para mejorar la circulación del tráfico y la seguridad en US 64. La recomendación alternativa a largo plazo para

convertiría US 64 entre el camino de US 1/ US 64 Intercambiador en Cary a el camino de US 64/US 64 Business divida en el lado del este de Pittsboro de la condición actual a una autopista y una carretera. La solución recomendada a largo plazo es conocida como la Alternativa 4 y es un híbrido de las tres alternativas presentadas en los talleres primeros. La alternativa incorpora muchas de los

Continúa en la página 2

Los Talleres Públicos Programados

Dos talleres están programados para presentar las recomendadas soluciones a corto y a largo plazo al público y para recoger la aportación. En cada reunión, el público tendrá la oportunidad de escuchar a una presentación describir el proyecto, ver estímulos y planos de las soluciones a corto y a largo plazo, ver mapas que muestran el uso de la tierra y las recomendaciones para la zonificación, preguntar sobre sus dudas y proveer comentarios. Se anima que todo el público y a todos los representantes de las agencias y de las organizaciones asista y participe en los talleres. Tenga en cuenta que la información compartida y el formato de ambos talleres serán idénticos y se puede pasar al taller a cualquier momento entre las 5:00 y las 8:00 de la tarde.

La fecha: El 27 de abril 2009

La hora: 5:00 – 8:00 de la tarde

La ubicación: El Colegio de Apex
1501 Laura Duncan Road
Apex, NC 27502

La fecha: El 28 de abril 2009

La hora: 5:00 – 8:00 de la tarde

La ubicación: Escuela Intermedia
de Horton
79 Horton Road, Pittsboro, NC 27312

Si tiene usted una discapacidad y necesita facilidades de minusválidos para participar en este taller, tiene el derecho de la provisión de cierta ayuda sin costo para usted. Por favor, póngase en contacto con David Wasserman, NCDOT, 919-715-1273 o dswasserman@ncdot.gov por lo menos dos días antes del taller.

En Esta Edición

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Newsletter #3 in Spanish

Equipo de Estudios Recomienda una Solución a largo plazo de la página 1



comentarios recibidos en los talleres primeros e incluye información adicional como instalaciones para pedestres y bicicletas. La información usada para determinar la alternativa recomendada para el proyecto incluye:

- Condiciones de tráfico actuales y esperadas
- La historia de accidentes automóviles en el corredor
- La viabilidad ingeniería de las alternativas
- Un análisis preliminar del costo
- Un análisis preliminar de los impactos al medio ambiente y a los entornos humanos y físicos.

Información detallada sobre la recomendada solución a largo plazo (Alternativa 4) será disponible en los talleres públicos de abril (véase al dorso) y también puede encontrarlo en el sitio web www.ncdot.org/~US64study.

**El CST incluye las representantes del gobierno local y de las agencias municipales. El Departamento de Transporte de Norte Carolina está guiando el proyecto, en asociación con la Organización Metropolitana del Planeamiento del Área Capital (CAMPO); las ciudades de Apex, Cary y Pittsboro; y los condados de Wake y Chatham.*

Equipo de Estudios Desarrolla una Solución a Corto Plazo

El Equipo de Estudios del Corredor (CST) ha desarrollado una solución a corto plazo que ayudará a mejorar la seguridad y la movilidad en el corredor. La solución a corto plazo se compone de estrategias para mejorar el movimiento de vehículos entre el corredor de estudios del US 64 de manera que prolongará su vida útil. Estas estrategias de bajo costo serán implementadas para mejorar la circulación de tráfico y la seguridad en el corredor hasta que la solución a largo plazo será implementada.

La recomendada solución a corto plazo utilizará el concepto de la supercalle (detallado en la página de enfrente) y se basa en la evaluación de:

- La capacidad de dirigir el tráfico por el US 64 y las calles laterales
- El acceso residencial y comercial
- El cruce peatonal/la seguridad pedestre
- La regularidad en facilitar las expectativas de los conductores
- La duración de los provechos (15-20 años)
- Las estéticas
- El análisis costo-beneficio

Información detallada sobre la solución a corto plazo será disponible en los talleres públicos de abril y también se la puede encontrar en el sitio web del proyecto. Por favor, anota que en este momento no se ha programado la financiación de las soluciones a corto o a largo plazo. La solución a corto plazo guiará el desarrollo del proyecto, y se realizará el necesario análisis adicional de las soluciones a corto plazo a lo largo de la financiación del proyecto.

¿Cuál es la diferencia entre las soluciones a corto plazo y a largo plazo?

	Solución a corto plazo	Solución a largo plazo
¿Qué es la meta?	Prolongarse la vida útil del corredor por mejorar la seguridad y la movilidad hasta que sea necesario implementar la solución a largo plazo.	Remodelar el US 64 a una autopista entre US 64 de negocios en Pittsboro y NC 540 y a una autopista entre NC 540 y US 1 en Cary según la visión del Estratégico Autopista Corredor para el US 64.
¿Qué es el plazo para la implementación?	Dentro de 5-10 años	\$400-\$450 millones
¿Qué es el costo total estimado?	\$25-\$30 millones	\$400-\$450 millones

¿Qué Exactamente es una Supercalle?

La supercalle es un diseño de cruce no tradicional que guía las vueltas izquierdas y los movimientos de paso de las calles laterales a sus destinos deseados vía una vuelta a la derecha antes de un cambio de sentido en la abertura de una mediana designada a distancia de aproximadamente 800 pies.

¿Cómo maneja a través del cruce?

- Si está en el US 64, no hay diferencia entre las señales de la supercalle y una señal regular.
- Si está en una calle lateral y desea dar vuelta a la derecha, no hay diferencia en lo que se hace frente a una señal regular.
- Si está en una calle lateral y desea girar a la izquierda para entrar en el US 64 o para cruzar el US 64, primero se doblaría a la derecha al US 64 y después se cambiaría de sentido en la abertura señalada en la mediana. Al cambiarse de sentido, se podría doblar a la derecha y meterse en la calle lateral o continuar en línea recta al US 64.



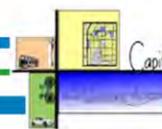
¿Vale, puedo hacer eso, pero cómo me ayuda todo eso a mí?

- Estudios recientes muestran la seguridad y las ventajas operativas de ese diseño.
- Cambios de sentido en la mediana reducirán la cantidad de paradas y el retraso de los viajeros en el US 64.
- Se han mostrado que la duración de viaje para el tráfico de las calles laterales es casi equivalente o aun mejor que la de las calles con señales regulares.
- Se permite más tiempo para las señales verdes porque el cruce tiene menos movimientos opuestos del tráfico.

Información detallada sobre el funcionamiento y los beneficios del concepto de la supercalle será disponible en los talleres públicos.

Equipo de Estudios Desarrolla Recomendaciones para el uso de la Tierra y la Zonificación

Una evaluación del uso de la tierra ya existente y un plan ha sido desarrollada en el corredor. La coordinación con planificadores locales guiaba la evaluación del uso de la tierra por la identificación de visiones y metas para el área de estudio que debe ser considerada en el corredor US 64. El proceso de evaluación ayudaba determinar la compatibilidad del uso de la tierra con los conceptos de diseño propuestos. Se desarrollaron escenarios del uso de la tierra en el futuro a corto y a largo plazo, y los compararon con las mejoras de transporte propuestas para asegurar compatibilidad. De esta comparación, se han desarrollado algunas recomendaciones para cambiar el uso de la tierra y los planes para la zonificación y las áreas de manejo del crecimiento y el manejo del acceso. Las recomendaciones se enfocan en la integración para conseguir ambos objetivos de la movilidad y el uso de la tierra/el manejo de crecimiento en una manera consecuente por lo largo del corredor. Información detallada sobre la evaluación del uso de la tierra será disponible en los talleres públicos de abril y también se la puede encontrar en el sitio web del proyecto www.ncdot.org/~US64study.



NCDOT Public Notice

**RESIDENTS CAN VIEW U.S. 64 CORRIDOR PLANS AT WORKSHOPS IN APEX, PITTSBORO ON APRIL 27-28
Thursday, April 16, 2009**

PROJECT STUDY TEAM AVAILABLE TO ANSWER QUESTIONS

RALEIGH -- The N.C. Department of Transportation, in conjunction with the towns of Cary, Apex and Pittsboro; Wake and Chatham counties; and the Capital Area Metropolitan Planning Organization, will hold two community workshops later this month on the proposed changes along the U.S. 64 corridor between Cary and Pittsboro.

The workshops will be held from 5 to 8 p.m. at the following locations:

- Monday, April 27: Apex High School, 1501 Laura Duncan Road, Apex.
- Tuesday, April 28: Horton Middle School, 79 Horton Road, Pittsboro.

Citizens are invited to drop in and speak individually with members of the NCDOT project study team as well as review project plans. The opportunity to submit written comments or questions will be provided and will be considered as project plans are refined. The same information will be shared at both meetings. There will not be a formal presentation.

The Study Team is developing long-term and short-term plans to improve traffic flow, safety and pedestrian accessibility along the U.S. 64 corridor. The long-term plan proposes to control access to the highway by converting some cross streets to interchanges or overpasses and removing traffic signals from U.S. 1 in Cary to U.S. 64 Business in Pittsboro. This recommended plan is a combination of the alternatives presented at the first workshop in May 2008.

The short-term plan proposes the creation of a "superstreet" by restricting through traffic and left turns from the cross streets, and constructing U-turns along the corridor for traffic to turn left.

Additional information on the study can be found at www.ncdot.gov/~us64study.

For more information, contact David Wasserman at (919) 715-1273, via fax at (919) 715-2858 or via e-mail at dswasserman@ncdot.gov. Citizens may also write, referencing Transportation Improvement Program project number R-4469, to:

David Wasserman
NCDOT Strategic Planning Office
1501 Mail Service Center
Raleigh, NC 27699-1501

NCDOT will provide Spanish language interpreters. It will also provide auxiliary aids and services under the Americans with Disabilities Act for persons with disabilities who want to participate in this public hearing. Anyone requiring special services should contact Wasserman at the above address, phone or e-mail as early as possible so that arrangements can be made.

NCDOT

Chatham County Public Notice

Residents Invited to Review DOT's Updated Options for US 64 Plan

Posted Date: 4/3/2009

Chatham County residents have opportunities on April 27 and 28 to review and provide feedback on the proposed corridor plan for US 64 between US 1 in Cary and US 64 Business in Pittsboro. Long-term and short-term plans are proposed to guide development and improvements that would enhance traffic flow, safety, and pedestrian accessibility along the corridor.

The NC Department of Transportation (NCDOT) will host two community workshops in partnership with the towns of Cary, Apex, and Pittsboro as well as Chatham County, Wake County and the Capital Area Metropolitan Planning Organization (CAMPO).

Residents can stop by either of the community workshops any time between 5 pm and 8 pm. The information at both workshops will be the same, so residents can choose either of these two options:

- Monday, April 27, 2009, Apex High School, 1501 Laura Duncan Rd, Apex, NC 27502
- Tuesday, April 28, 2009, Horton Middle School, 79 Horton Road, Pittsboro NC 27312

The first series of community workshops were held in May of 2008. The upcoming workshops will include a chance to review and comment on:

The recommended long-term plan, which upgrades the highway by converting some cross streets to interchanges or overpasses, further controlling access, and removing traffic signals from US 1 in Cary to US 64 Business in Pittsboro. The recommended plan is a combination of the alternatives presented at the first workshop in May 2008. Simulations illustrating the long-term recommendations will be shown.

The recommended short-term plan, which includes creation of a "superstreet" by restricting through traffic and left turns from cross streets, and constructing u-turns along corridor to facilitate these movements.

Recommended land use changes, developed to ensure compatibility between land uses and the envisioned transportation functions

Representatives from the project's Study Team will be at the workshops to provide information, answer questions, and accept written comments regarding the planning study. Chatham County Planning Department staff serves on the Study Team and will be at the April 28th community workshop in Pittsboro.

Additional information on the study can be found at <http://www.ncdot.org/~us64study> or you can contact David Wasserman, P.E. by mail (1501 Mail Service Center, Raleigh, NC 27699-1501), by phone at (919) 715-1273, by fax at (919) 715-2858 or by email at dswasserman@ncdot.gov.

NCDOT can provide Spanish language interpreters and auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate, but please contact Wasserman as early as possible to make these arrangements.





Town of Cary Letter to Citizens



PLANNING DEPARTMENT

March 20, 2009

<<Prop. Owner>>

<<Address 1>>

<<Address 2>>

Subject: Potential Changes to US 64

Dear <<Prop. Owner>>:

In our continuing effort to help citizens be involved in the decisions facing their community, we want to be sure that you know about important upcoming public workshops that could influence the future of US 64. Hosted by The North Carolina Department of Transportation (NCDOT), with support from the multi-jurisdictional project team, these meetings are part of the comprehensive, US 64 Corridor Study that is analyzing Short-term alternatives for US 64 including:

- Prohibited left turns
- U-turn areas along the corridor
- Prohibited through movements from side streets
- Access restrictions

The public workshops will provide an opportunity for you to review both short and long-term corridor recommendations, study visualizations, and detailed design drawings. As one of the partner's in the study, the Town wants to receive your feedback on the proposed corridor improvements to help determine our position on the alternatives and recommendations.

Please make plans now to participate in the one of the following:

Monday, April 27th 5-8 p.m.
Apex High School

Tuesday, April 28th 5-8 p.m.
Pittsboro (To Be Determined)

The NCDOT will be mailing a project newsletter to property owners prior to the workshops with additional information. To learn more about the study or contact the project manager, please visit the project website at www.ncdot.org/~US64study. A Toll free project hotline has also been established at 1-800-233-6315.

Thank you for your involvement in the US 64 Corridor project. Please feel free to contact me at Juliet.andes@townofcary.org or (919) 462-2008 with any additional questions.

Sincerely,

Juliet Andes, AICP
Principal Planner



Workshop #2 Handout

Phasing Plan

The evaluation of the US 64 Corridor includes the development of a plan that will aid in implementing the recommendations of the study, for both the short-term and long-term alternatives. The Phasing Plan includes several key elements to help guide the transition of the corridor from the existing conditions, through the short-term alternative, to the long-term alternative and includes the following information:

- Segmenting the corridor into smaller pieces to allow for incremental development.
- Determining the priority and life-span of the short-term strategies.
- Determining the priority of the long-term strategies.
- Developing options for transitioning the short-term strategies to the long-term strategies.

Project Schedule

- 1st Newsletter..... Issued March 2008
- 2nd Newsletter Issued May 2008
- 1st Workshop..... May 19, 2008 and May 20, 2008
- 3rd Newsletter April 2009
- 2nd Workshop..... April 27, 2009 and April 28, 2009
- Complete Study..... November 2009

Study Team Develops Land Use and Zoning Recommendations

An evaluation of the existing and planned land use along the corridor has been developed. Coordination with local planners guided the land use assessment by identifying visions and goals for the study area that should be considered throughout the US 64 corridor. The assessment process was used to evaluate land use compatibility with the proposed design concepts. Short-term and long-term future land use scenarios were

developed and compared to the proposed transportation improvements for compatibility. From this comparison, recommendations have been developed for changes to land use and zoning plans, growth management areas, and access management. The recommendations are focused on an integrated approach to achieving both mobility and land use/growth management objectives in a consistent manner throughout the corridor.

Taking a Look Ahead

Next Steps

- The project team will discuss the input and comments received from the second series of workshops and make any needed revisions to the land use evaluation, phasing plan, and short-term and long-term recommended alternatives.
- Develop a Corridor Study Report that will provide a comprehensive evaluation and blueprint for the corridor.
- Develop a Memorandum of Understanding between the Project Partners that will encourage future development to be consistent with the study recommendations for the corridor.

Get Involved

Website

www.ncdot.org/~US64study

Contact Information

Peter Trencansky, PE
URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, North Carolina 27560
Phone: 919-461-1332
Fax: 919-461-1415
E-mail: peter_trencansky@urscorp.com or

David Wasserman, PE
NCDOT Strategic Planning Office
1501 Mail Service Center
Raleigh, North Carolina 27699-1501
Phone: 919-715-1273
Fax: 919-715-2858
Email: dswasserman@ncdot.gov

Toll Free Hotline

1-800-233-6315
8:00 a.m. – 5:00 p.m. weekdays

Español

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



April 2009
Handout

US 64 Corridor Study

Study Team Recommends Long-Term Solution



After much analysis and coordination, the Corridor Study Team (CST)* has recommended a preferred alternative for the long-term solution to improve traffic flow and safety along US 64. The recommended long-term alternative would transition US 64 between the US 1/US 64 interchange in Cary and the US 64/US 64 Business split on the east side of Pittsboro from its current condition to a freeway

and expressway. The recommended long-term solution is known as Alternative 4, and is a hybrid of each of the three alternatives presented at the first workshops. The alternative incorporates many of the comments received from the first workshops and includes additional information such as pedestrian and bicycle facilities.

Data used to determine the recommended alternative for the project included:

- Current and expected future traffic conditions
- The history of crashes along the corridor

- The engineering feasibility of the alternatives
- A preliminary analysis of cost
- A preliminary analysis of impacts to the natural, human, and physical environments

Detailed information about the recommended long-term solution (Alternative 4) can be found on the project website www.ncdot.org/~US64study.

*The CST includes representatives of local governments and agencies. The North Carolina Department of Transportation (NCDOT) is leading the project, in partnership with the Capital Area Metropolitan Planning Organization; the towns of Apex, Cary and Pittsboro; and Wake and Chatham counties.

Workshop #2 Handout

Study Team Develops Short-Term Solution

The Corridor Study Team (CST) has developed a short-term solution for the corridor that will help to improve safety and mobility along the corridor. The short-term solution is comprised of strategies aimed at improving the movement of vehicles on US 64 within the study corridor in a manner that extends its lifespan. These lower-cost strategies will be implemented in order to enhance traffic flow and safety along the corridor until the long-term solution is implemented.

The recommended short-term solution will utilize the superstreet concept (explained in greater detail on the opposite page) and was based on an evaluation of:

- Ability to manage traffic for both US 64 and side streets
- Residential and business access
- Pedestrian crossing/safety
- Consistency to facilitate driver expectation
- Duration of the benefits (15-20 years)
- Aesthetics
- Cost/Benefit analysis

Detailed information about the short-term solution can be found on the project website. Please note that at this time funding has not been programmed for the short-term or long-term solutions. The short-term solution may be used to guide development and additional detailed analyses of short-term solutions will be performed as projects are funded.

What is the difference between short-term and long-term solutions?

	Short-Term Solution	Long-Term Solution
What is the goal?	Extend the useful life of the corridor by improving safety and mobility until there is a need for the long-term solution to be implemented.	Convert US 64 into a freeway from US 64 Business in Pittsboro to NC 540 and to an expressway from NC 540 to US 1 in Cary in accordance with the Strategic Highway Corridor vision for US 64.
What is the timeframe for implementation?	Within 5-10 years	Beyond 15 years
What is the total estimated cost?	\$25-\$30 Million	\$400-\$450 Million

What Exactly is a Superstreet?

The superstreet is a non-traditional intersection design that routes left turns and through-movements from side streets to their desired destination by way of a right turn, followed by a U-turn at a designated median opening approximately 800 feet away.

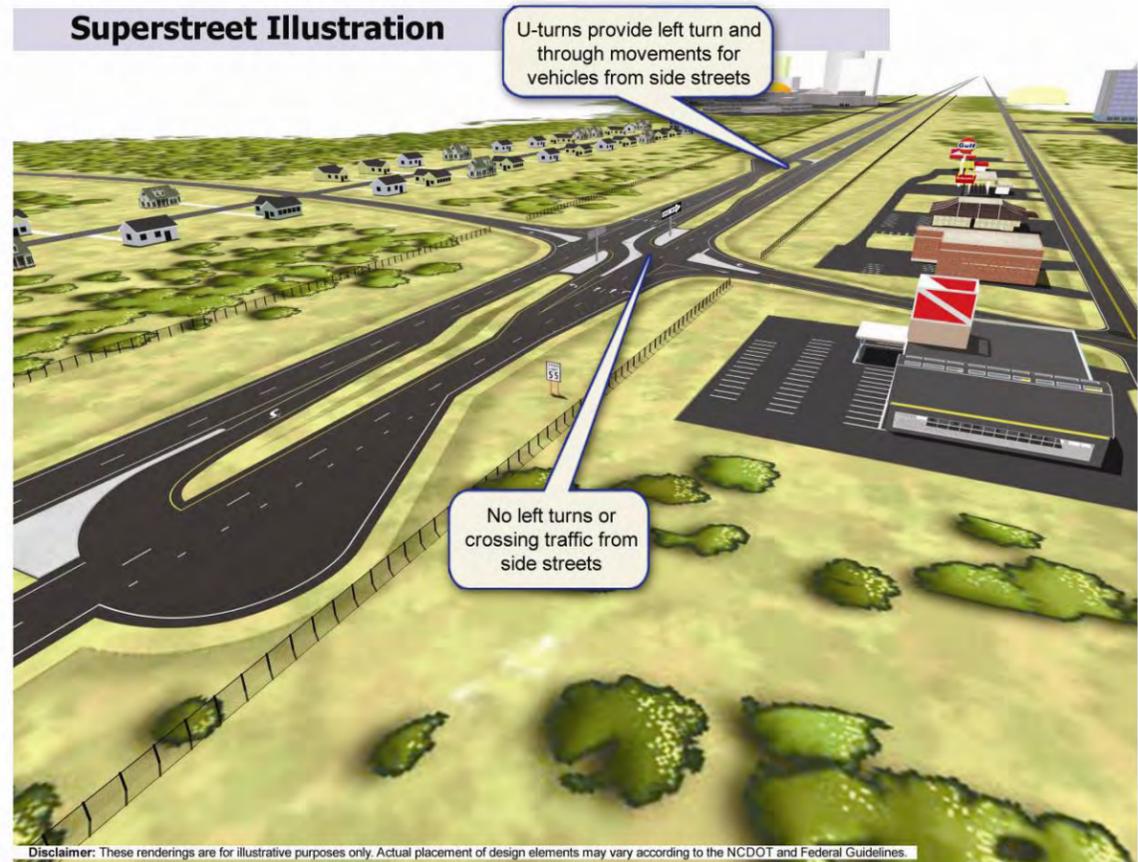
How do I drive through it?

- If you are traveling along US 64, there is no difference between the superstreet signal movements and a regular signal.
- If you are on a side street and wish to turn right, there is no difference in what you do compared with a regular signal.



- If you are on a side street and wish to turn left onto US 64 or cross US 64, you would first turn right on US 64, then complete a U-turn at the signalized median opening. Once you make the U-turn, you can either turn right onto the side street or continue straight on US 64.
- Ok, I can do that, but what does all this do for me?*
- Recent studies have shown both safety and operational advantages to this design.
 - Median U-turns will reduce the number of stops and delay to travelers on US 64.
 - The travel time for traffic from side streets has been shown to be nearly equivalent or in some instances better than those with a regular signal.
 - More green time can be provided at signals because the intersection has fewer conflicting traffic movements.

Superstreet Illustration



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

Workshop #2 Presentation

WELCOME!

This presentation will cover:

- Information about the study.
- Where we are in the process.
- What is happening tonight.

Welcome to the second workshop for the US 64 Corridor Study. This brief presentation will cover information about the study, where we are in the study process and what we will be presenting to you this evening.

2

PROJECT OVERVIEW

What is the Purpose of the Study?
To Develop a Master Plan to:

- Upgrade US 64 to a Freeway
 - from US 64 Bypass/US 64 Business Split to west of Jordan Lake
 - from east of Jordan Lake to NC 540
- Upgrade US 64 to an expressway
 - across Jordan Lake
 - from NC 540 to the US 1/US 64 interchange in Cary

The purpose of the study is to plan for the transition of this section of US 64 to a freeway and expressway over the next 30 years.

The areas shown in blue on the map will eventually be upgraded to a freeway.

The areas shown in purple on the map will eventually be upgraded to an expressway.

5

PROJECT OVERVIEW

What will be the products of the study?

- Long-term Plan of Improvements
- Short-term Plan of Improvements
- Implementation Plan
- Land Use Strategies
- Agreements between Study Partners

The main products of this study will include long-term and short-term plans for improvements along the US 64 Corridor.

Other products of this study will include a plan for implementing both the short-term and long-term improvements, and recommendations for land use strategies so that development is compatible with the ultimate vision for the corridor.

Following the completion of the study, the Study Partners will sign a Memorandum of Understanding that they will use the results of the study as a guide for overall decision-making along the corridor.

6

PROJECT OVERVIEW

Project Study Area

The US 64 Corridor study area extends from the US 64 Bypass interchange, east of Pittsboro to the US 1 interchange in Cary, for a length of approximately 19 miles.

3

PROJECT OVERVIEW

Project Sponsors:

- North Carolina Department of Transportation (NCDOT)
- Capital Area Metropolitan Planning Organization (CAMPO)
- Chatham County
- Wake County
- Town of Pittsboro
- Town of Apex
- Town of Cary

Members of Study Team:

- Federal Highway Administration (FHWA)
- US Army Corp of Engineers (USACE)
- North Carolina State Parks Service
- North Carolina Turnpike Authority (NCTA)
- Triangle Area Rural Planning Organization (TARPO)

The study is a joint effort of the North Carolina Department of Transportation; Capitol Area Metropolitan Planning Organization; the towns of Cary, Pittsboro and Apex; and Wake and Chatham counties. Representatives of these groups are joined by other agencies and organizations on a Corridor Study Team. The Corridor Study Team will be closely consulted and involved in decisions throughout the study.

4

PROJECT OVERVIEW

What are long-term improvements?

- Ultimate goal is to upgrade to a freeway and expressway.
- Implemented over an extended period of time.
- Includes strategies such as:
 - Replacing signalized intersections with interchanges,
 - Closing access points.
- Includes additional analysis and public involvement as individual projects are funded.

The ultimate goal of the long-term improvements will be to convert the existing roadway to an expressway and freeway facility. The recommended long-term solution will be implemented over an extended period of time and includes: replacing signalized intersections with interchanges, closing access points (such as driveways or entrances), and using service roads for access to developments. There will be additional analysis and public involvement opportunities in the future as individual projects are funded for construction.

7

PROJECT OVERVIEW

What are short-term improvements?

- Smaller scale improvements (typically lower cost)
- Improve traffic flow and extend the useful life of the facility.
- Provide a safe facility with adequate traffic operation.
- Includes strategies such as:
 - Upgrading intersections to a "Superstreet"
 - Modifying median openings

The goal of short-term improvements is to extend the useful life of the existing roadway and provide a safe facility that allows for adequate traffic operation until the long-term solutions are needed and can be funded. The recommended short term solutions consist of upgrading intersections to a superstreet and modifying median openings.

8

Workshop #2 Presentation

PROJECT OVERVIEW

What is the difference between short-term and long-term solutions?

	Short-Term Solution	Long-Term Solution
What is the goal?	Extend the useful life of the corridor by improving safety and mobility until there is a need for the long-term solution to be implemented.	Convert US 64 into a freeway from US 64 Business in Pittsboro to NC 540 and to an interchange from NC 540 to US 1 in Cary in accordance with the Strategic Highway Corridor vision for US 64.
What is the timeframe for implementation?	5-10 years	15 years
What is the total estimated cost?	\$25-\$30 Million	\$400-\$450 Million

The difference between short-term and long-term solutions is shown in the table. The short-term solution will extend the useful life of the corridor by improving safety and mobility until there is a need for the long-term solution to be implemented. The short-term solution will be implemented in the next 5 to 10 years and is estimated to cost between 25 and 30 million dollars.

The long-term solution will convert US 64 to a freeway and expressway, as shown earlier, in accordance with the Strategic Highway Corridor Vision for US 64. The long-term solution will likely be implemented at least 15 years into the future and is estimated to cost between 400 and 450 million dollars.

STUDY PROCESS

What is the study process?

- Community Workshop #1 held in May 2008
- Study team presents recommended long-term and short-term solutions (tonight)
- Study Team reviews public comments
- Study Team develops Memorandum of Understanding
- All study activities documented in US 64 Corridor Study Report

The study process has included a set of workshops, which were held in May 2008 and continues tonight with a second workshop to present the recommended short-term and long-term solutions.

The Corridor Study Team will use the input from this workshop and additional analyses to refine the recommended alternatives.

The final alternatives will be included in a memorandum of understanding between the project partners and in the US 64 Corridor Study Report which is expected to be complete in November of 2009.

WORKSHOP

Citizen Comments

- Your input is important!
- Please fill out a comment form and leave it tonight or mail it to us (contact information is on the form).

At the final station, we invite you to take a moment to provide us with written feedback. There are comment forms at this station that can be left in the comment box tonight or mailed or faxed to Peter Trencansky at URS.

Thank you for your participation!

Thank for taking the time to attend the workshop – please proceed to the other stations.

WORKSHOP

What is the purpose of this workshop?

- Inform the community and answer questions about the study.
- Present the recommended long-term and recommended short-term solutions.
- Present draft land use assessment and draft implementation plan
- Gather input and feedback from the community.

The main purposes of tonight's workshop are to: inform the public about the study, present the recommended long-term and short-term solutions, the draft land use assessment, the draft implementation plan and gather your input and comments.

WORKSHOP

What is the format of the workshop?

- Station 1 Workshop Sign-in
- Station 2 Introduction/Presentation
- Station 3 Recommended Short-term Solution
- Station 4 Recommended Long-term Solution
- Station 5 Visualization of Long-term Solution
- Station 6 Land Use Assessment
- Station 7 Implementation Plan
- Station 8 Citizen Comments

There are eight stations, or different types of information and activities, we hope you will participate in this evening. There are study representatives throughout the room that will be happy to guide you through the workshop and answer any questions.

CONTACT INFORMATION

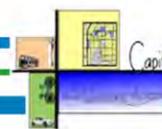
Peter Trencansky, P.E.
 URS Corporation - North Carolina
 1680 Hermiter Park Drive
 Suite 400
 Morrisville, NC 27560
 (919) 461-1332
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 peter_trencansky@urscorp.com

David S. Wasserman, P.E.
 NCDOT
 1307 Mail Service Center
 Raleigh, NC 27699-1307
 (919) 755-1273
 david.wasserman@ncdot.gov

Toll Free Hotline
 1-800-233-6315
 8:00 a.m. - 5:00 p.m. weekdays

Project Website
www.ncdot.org/~US64study

The next presentation will begin in 2 minutes.



Community Meeting

NCDOT Public Notice

COMMUNITY MEETING TO DISCUSS U.S. 64 CORRIDOR STUDY SCHEDULED FOR JULY 16

Wednesday, July 01, 2009

RALEIGH — In an effort to respond to recent questions and comments from citizens regarding the U.S. 64 Corridor Study, the N.C. Department of Transportation, in partnership with the towns of Cary, Apex and Pittsboro, Wake and Chatham counties and the Capital Area Metropolitan Planning Organization, will hold a community meeting on Thursday, July 16.

The meeting will focus primarily on the section of U.S. 64 from U.S. 1 in Cary to the Chatham County line. It will take place from 6:30 to 9 p.m. at Green Hope High School, 2500 Carpenter Upchurch Road, Cary.

Doors will open at 6 p.m., followed by a formal presentation at 6:30 p.m. The public will then have the opportunity to ask questions and provide comments to the U.S. 64 Corridor Study Team members.

The U.S. 64 Corridor Study Team is developing a master plan to preserve and enhance mobility and safety along U.S. 64, while balancing community access and interests. It will be used to guide development and improvements along the corridor from U.S. 1 in Cary to U.S. 64 Business in Pittsboro.

The master plan includes two distinct components, a short-term plan and a 30-year long-term plan:

- The short-term plan consists of interim strategies to improve mobility, safety and pedestrian access at major intersections. It proposes to create a "superstreet" that would restrict through traffic and left turns from cross streets. These movements would be accommodated at nearby U-turn locations.
- The long-term plan consists of improvements needed to serve the anticipated amount of traffic in the year 2035 and later. It proposes to convert many of the major intersections to interchanges or overpasses.

Currently, the proposed improvements in the short-term plan and the 30-year long-term plan are not funded.

Additional information on the study is available at www.ncdot.gov/~us64study.

Citizens can send comments to David Wasserman of NCDOT's Strategic Planning Office at (919) 715-1273, via fax at (919) 715-2858 or via e-mail at dswasserman@ncdot.gov.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for persons with disabilities who want to participate in this workshop. Anyone requiring special services should contact Wasserman at the above phone, fax or e-mail as early as possible so that arrangements can be made.

NCDOT

NCDOT Media Advisory

Media Advisory: U.S. 64 Corridor Study Community Meeting Wednesday, July 15, 2009

MEDIA ADVISORY

WHAT: Media availability with David Wasserman of the N.C. Department of Transportation's Strategic Planning Office, NCDOT Division 5 Engineer Wally Bowman and Director of the Capital Area Metropolitan Planning Organization Ed Johnson.

WHEN: Thursday, July 16, at 5 p.m., before the U.S. 64 Corridor Study community meeting.

WHERE: Green Hope High School
2500 Carpenter Upchurch Road
Cary

COMMENTS: NCDOT is studying a section of U.S. 64 between Pittsboro and Cary in Chatham and Wake counties. The 19-mile section extends from the U.S. 64/U.S. 64 Business split in Pittsboro to the U.S. 1/U.S. 64 interchange in Cary. This study is a part of NCDOT's Strategic Highway Corridors initiative, which aims to preserve and enhance mobility and safety along highways of regional and statewide significance.

NCDOT is giving a two-part presentation followed by a question and answer session for local community members in order to help explain the project and address concerns of local citizens.

For more information, please contact the Communications Office at (919) 733-2522.

NCDOT





Community Meeting US 64 Corridor Study Fact Sheet Handout



U.S. 64 CORRIDOR STUDY FACT SHEET

Who is Conducting the Study: North Carolina Department of Transportation (NCDOT), Capital Area Metropolitan Planning Organization (CAMPO), Town of Cary, Town of Apex, Town of Pittsboro, Wake County and Chatham County.

Funding for the Recommendations: There is currently no funding for any of the study recommendations in either the short-term plan or the long-term plan. Future funding could be provided by the state, towns or developers.

Purpose & Need for the Study: U.S. 64 serves statewide, regional and local travel through Western Wake and Eastern Chatham counties. The Triangle region is expected to grow by 1.2 million people by the year 2030. This population growth will result in increased traffic on this important highway, leading to extended travel times. The U.S. 64 Corridor study team is developing a master plan to help motorists get where they need to go safely and efficiently along U.S. 64, while balancing community access and interests. It will be used to guide development and improvements along the corridor from U.S. 1 in Cary to U.S. 64 Business in Pittsboro. The master plan includes two distinct components: a short-term plan and a 30-year long-term plan.

Short-term Plan

- Relatively low-cost improvements, which would greatly improve traffic flow and safety at major intersections on U.S. 64.
- Recommendation is to create a “superstreet” (not an elevated highway). The superstreet would require drivers who want to turn left onto or go straight across U.S. 64 from side streets to turn right and then make a u-turn at designated locations.
- With a superstreet, U.S. 64 drivers are 30% – 40% more likely to catch a green light. They will still be able to turn onto the side streets just as they can today.
- Existing travel lanes on U.S. 64 would stay the same; only new pavement is for turn lanes.
- Needed today at four intersections with traffic lights in Cary and Apex due to current levels of congestion.
- Prior to any construction of the short-term improvements, the public will have an additional opportunity to provide input.

(continued on the other side)



www.ncdot.org/~us64study

30-year Long-term Plan

- Additional improvements to accommodate the amount of traffic expected in 2035 and beyond.
- Recommendation is to convert remaining major intersections to overpasses or interchanges.
- Used to guide development along the corridor to preserve any additional land needed for future improvements such as an interchange ramp.
- Long-term improvements will be considered when short-term improvements no longer efficiently handle traffic. Additional detailed environmental studies would be conducted, and numerous public input opportunities will be provided prior to construction of any long-term improvements.

Public Involvement Efforts to Date:

- Five public meetings (two in May 2008, two in April 2009, one in July 2009).
- Three newsletters mailed to property owners within 1600 ft. of U.S. 64 (approx. 6,000 total newsletters mailed).
- Several reports in newspapers and on local television stations.
- Small group meetings with the Regional Transportation Alliance, Apex Chamber of Commerce, Cary Chamber of Commerce and save64.org.
- Regularly updated website – www.ncdot.org/~us64study.
- Toll-free hotline for questions, 1-866-233-6315.

Study Timeline:

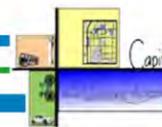
- Continue to receive comments through July 31, 2009.
- Make changes to initial recommendations based on public input (August – September 2009).
- Provide draft recommendations for public comment (Fall 2009).
- Develop corridor agreement between study partners (Fall 2009).
- Finalize recommendations and corridor study report (Late Fall/Winter 2009).

Contact: David Wasserman, P.E., NCDOT Project Manager, at (919) 715-1273 or via e-mail at dswasserman@ncdot.gov.



www.ncdot.org/~us64study





Community Meeting Frequently Asked Questions and Answers Handout



U.S. 64 CORRIDOR STUDY FREQUENTLY ASKED QUESTIONS AND ANSWERS

General Questions about the Study

1. Is this a construction project or a planning study?

This is an advanced planning study that will establish a blueprint for potential improvements to U.S. 64 from U.S. 1 in Cary to the U.S. 64 bypass in Pittsboro.

2. What elements does the study include?

The study is looking at the short-term and long-term needs and potential solutions for the U.S. 64 corridor. It is evaluating the traffic flow, environmental effects, land use, connections to other modes of transportation (such as pedestrian, bicycle and public transportation) of the suggested improvements, as well as recommend when improvements to each portion of the corridor should be implemented.

3. What is the time frame for implementing this study?

The 19-mile corridor has been broken down into smaller segments, primarily by intersection. Improvements could be constructed by intersection or by several intersections at once.

In general, the short-term improvements are recommended for construction within the next five to 10 years, depending on available funding. The long-term improvements are recommended when the short-term improvements can no longer accommodate the number of vehicles passing through each intersection.

Implementing any of these segments is based on the need for the improvements and having the available funding to construct the projects. Currently, the NCDOT 2009-2015 Transportation Improvement Program does not include any funding for the short-term or long-term improvements. Funding for future improvements to the corridor could come from NCDOT, municipalities or private parties.

4. What has been done to reach out to the public for input on this study?

The study has included several forms of outreach, including a Web site, newsletters, community workshops, advertising in select publications and coverage by local media. Information on the study is available on the project Web site, www.ncdot.gov/~US64study/. The Web site provides contact information, including a toll-free number, for the public to use to ask questions or make comments. Three newsletters (March 2008, May 2008 and April 2009) were mailed to property

owners within 1,600 feet of U.S. 64 and those who requested to be added to the mailing list through the Web site.

A series of workshops were held in both Apex and Pittsboro in May 2008 and April 2009. The workshops were advertised in the *News and Observer*, the *Cary News*, the *Apex Herald*, the *Chatham Journal* and *Que Pasa*. The workshops were covered by the *News and Observer*, the *Cary News*, the *Triangle Business Journal*, WRAL-TV and NBC-17 TV. In addition to this coverage, the Town of Apex included information on both workshops in its utility bills, and the Town of Cary sent letters to all property owners within 1,000 feet of U.S. 64 prior to the second workshop. Chatham County included study information on its Web site through county e-mail notifications and postings at the planning department.

To provide a better understanding of the proposed long-term improvements, a video simulation of the corridor from U.S. 1 to Laura Duncan Road was developed. In an effort to respond to citizens' recent questions and comments, the study team will hold an additional community meeting to discuss the U.S. 64 Corridor Study on Thursday, July 16, 2009 at Green Hope High School in Cary.

5. What additional steps must happen before a project is constructed?

If funding is approved for any of the short-term improvements, detailed designs will be developed, and an additional public meeting will be held before any construction begins. If at some point in the future, congestion and/or safety issues arise that warrant additional major improvements beyond the recommended short-term improvements (such as new travel lanes or overpasses/interchanges), the department will conduct an in-depth environmental study in accordance with the National Environmental Policy Act (NEPA) of 1969. During the in-depth environmental/NEPA study, there will be several opportunities for the community to provide input on an appropriate solution. Construction of any improvement is subject to funding availability.

6. Will there be more public involvement opportunities once the study is completed?

If funding is approved for any of the short-term improvements, an additional public meeting will be held before any construction begins. If the need arises and the funding exists for any of the long-term improvements, the public will have opportunities to comment during the project development process.

7. What is the purpose of this study?

The purpose of the study is to develop a master plan to preserve and enhance mobility and safety along U.S. 64, while balancing community access and interests. This plan will guide development and improvements along the corridor from U.S. 1 in Cary to U.S. 64 Business in Pittsboro.





Community Meeting Frequently Asked Questions and Answers Handout

8. Who is participating in this study?

The U.S. 64 Corridor Study is a joint effort by the N.C. Department of Transportation (NCDOT), the Capital Area Metropolitan Planning Organization (CAMPO), Wake and Chatham counties, and the Towns of Cary, Apex, and Pittsboro. The study is guided by a corridor study team, which includes the study sponsors listed above, as well as the Federal Highway Administration (FHWA), U.S. Army Corp of Engineers (USACE), N.C. Turnpike Authority (NCTA) and N.C. State Park Service.

9. Am I required to disclose this study when selling my house?

According to information provided by the North Carolina Real Estate Commission, this study is considered a "material fact," which is a fact that relates directly to the property. Licensed real estate agents are required to disclose the study "to all parties with whom the agent deals if the agent is aware of such facts or should reasonably be aware of such facts."

10. Is this study related to the American Recovery and Reinvestment Act (formerly known as the stimulus package)?

No, this study began in late 2007 and is not related to the American Recovery and Reinvestment Act (ARRA).

11. Is this study being done as an alternative to constructing NC 540?

No, this study is being done in addition to the NC 540 (formerly I-540) project and is needed to fulfill the overall needs of the transportation system in western Wake County and eastern Chatham County. The primary purpose of the **NC 540 project** is to accommodate the increasing transportation demand in western Wake County and relieve congestion on I-40, NC 55, Davis Drive and other north-south routes in the area. The U.S. 64 Corridor Study seeks to relieve congestion and improve safety on the only major east-west highway in eastern Chatham and western Wake County.

12. Could the study be implemented as a toll project?

No, current state law does not allow for the tolling of existing roadways.

13. What is the difference between the short-term and the long-term plan?

The short-term plan is comprised of relatively low-cost improvements, which can substantially enhance traffic flow, safety and pedestrian connections at each of the major intersections along the corridor. These improvements generally consist of modifications to the medians, construction of turn lanes, and traffic signal enhancements and coordination, primarily within the existing right-of-way NCDOT owns. No new travel lanes would be added, and the existing lanes would stay as they currently are.

The long-term plan is comprised of more costly improvements, which further enhance traffic flow, safety and pedestrian connections at the major intersections. The long-term improvements generally consist of converting the existing intersections to interchanges or overpasses, and adding service roads where needed.

14. Why does it say that private entities may pay for some of the improvements?

As properties along the U.S. 64 Corridor develop, private developers are required to evaluate the effects of the development on the transportation system. If it is determined that the proposed development will have a substantial impact on nearby highways, the private entity proposing the development will need to take measures to lessen those impacts. A master plan for the corridor allows developers to implement improvements that are consistent with the study recommendations.

Questions about the Short-Term Plan

15. How do bicyclists and pedestrians navigate a superstreet?

A bicyclist approaching a superstreet intersection would have the choice of acting like a vehicle and following the same operations as a vehicle would, or acting like a pedestrian and utilizing the pedestrian crossing accommodations. The study team is continuing to evaluate additional options for bicyclists to cross a superstreet.

16. How is it more efficient to make me turn right in order to go left on a superstreet?

Reducing the number of vehicles turning at major intersections will give through traffic on U.S. 64 more green-light time, and help prevent congestion. The signals can be coordinated independently in both directions of U.S. 64. This will allow more vehicles to get through green lights on U.S. 64 than is currently possible. By preventing vehicles on side streets from turning left or going straight, U.S. 64 essentially becomes two one-way streets. The traffic lights are then coordinated as they are on one-way streets in downtown areas, such as McDowell and Dawson Streets in Raleigh.

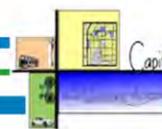
Studies show the superstreet concept will improve or have no impact on travel for vehicles needing to turn or cross from the side street during peak driving times. In addition, studies indicate substantial improvement for vehicles going straight along U.S. 64. Therefore, motorists traveling to U.S. 64 from the side street will experience improved travel times once they are on U.S. 64.

Questions about the Long-Term Plan

17. Why is this expansion needed once the NC 540 (Western Wake Parkway) is completed?

The traffic along U.S. 64 is expected to increase, even with the introduction of NC 540 (Western Wake Parkway). This is a result of the continued growth of the Triangle, particularly in western Wake and eastern Chatham counties. NC 540 is anticipated to draw little traffic away from U.S. 64, because it primarily serves north-south traffic heading to and from Research Triangle Park.





Community Meeting Frequently Asked Questions and Answers Handout

The majority of motorists who will use the future NC 540 currently use NC 55, Davis Drive and other north-south roads. The majority of motorists who currently use U.S. 64 east of Davis Drive are headed to Raleigh and points north and east, or destinations along U.S. 64 such as the MacGregor Office Park, the Cary Autopark and Regency Park.

18. Can U.S. 64 be rerouted onto NC 540 to U.S. 1?

This may be a possibility in the future once NC 540 is completed to U.S. 1. However, rerouting U.S. 64 onto NC 540 would not necessarily change the expected increase in traffic on the existing section of U.S. 64 between NC 540 and U.S. 1. The potential of bypassing the area from U.S. 1 to NC 540 by using NC 540 and U.S. 1 was considered when the future traffic projections were developed. The traffic forecast evaluated whether vehicles would change routes if the congestion along U.S. 64 between NC 540 and U.S. 1 was heavy. It showed NC 540 and U.S. 1 would not be an adequate bypass for U.S. 64 due to:

- **Longer distance** – It is 5.5 miles from NC 540 to U.S. 1 on U.S. 64. The distance from NC 540 to U.S. 1 is 8.5 miles.
- **Toll** – It is expected to cost between approximately \$.50 and \$1.00 to travel on NC 540 between U.S. 1 and U.S. 64 each way.

19. Were other options considered in the development of the long-term plan?

Yes, initially five general concepts were evaluated by the corridor study team, three of which were carried forward for further study and presented at the first workshop in May 2008. Based on comments received at that workshop, the study team decided to develop a fourth option that combined the positive attributes from each of the options suggested by the public.

20. Will there be opportunities to provide input on the aesthetics of the roadway?

If the need and funding exists for any of the long-term improvements, the public will have several opportunities to comment during the project development and design phases. At that time, a greater emphasis will be put on the aesthetics of the roadway and commitments to individual aesthetic elements can be made.

21. Why are you proposing such drastic changes when the existing roadway is operating fine?

The study evaluates the existing and future traffic flow along the corridor. The study's traffic projections show a real need to create a proactive approach to deal with future congestion. It is essential to maintaining the safety of this important highway and helping people get where they need to go efficiently.

Today, four of the six signalized intersections from U.S. 1 to Laura Duncan Road cannot handle all the vehicles trying to go through these locations at rush hour. As a result, motorists often have to sit through two or more traffic light cycles while waiting to go through the intersection, which creates congestion.

22. Why are you proposing to make this roadway through a developed area a main route for through traffic?

U.S. 64 has three functions throughout the study area. First, it serves statewide traffic for motorists traveling between the Triangle, the Triad, Charlotte and Asheville. Second, as the only major east-west highway in the area, the highway serves commuters traveling between Chatham and Wake counties. Finally, it gives area residents a way to travel between home, school, work, local shopping centers, parks, etc.

U.S. 64 is classified as a United States route, and has been designated as part of the National Highway System (NHS) and an NCDOT Strategic Highway Corridor. The roadway's status as an NHS route shows its importance to the nation's economy, defense and mobility. Its designation as a Strategic Highway Corridor requires that it be developed in a way that provides a safe, reliable, high-speed highway connecting travel destinations throughout North Carolina and just outside its borders. Due to past and projected future growth along the corridor, there is a need to improve the highway, so it can continue to serve all three functions adequately.

23. How can you justify spending this amount of money based on the current economic environment?

No funding currently exists for the improvements in the study. If money becomes available in the future, the study gives the municipalities a plan for implementing improvements to the highway.

24. Were mass transit improvements considered as part of the study?

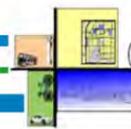
Transit alternatives were evaluated at the beginning of the study. Mass transit, such as light rail or bus rapid transit requires a certain housing density to be successful. A minimum of 20 homes per acre is needed within ¼ mile of a station, and 15 houses per acre are needed between ¼ and ½ miles from the station. Currently, there are not any areas along U.S. 64 that meet the criteria to support mass transit without substantial redevelopment, which none of the municipalities along the corridor are projecting.

Additionally, the Special Transit Advisory Commission (STAC) evaluated transit options for the entire Triangle region, and its recommendations do not call for any type of enhanced transit along the U.S. 64 Corridor. The recommended long-term plan does not preclude any future transit options such as Bus Rapid Transit (BRT) and express bus service.

25. What effect will the long-term plan have on safety, especially at the schools, library and community park?

The recommendations for the long-term plan would make U.S. 64 safer, because there would not be any traffic signals on U.S. 64 or cross streets. Cross streets go over or under U.S. 64. Motorists, pedestrians and bicyclists would cross U.S. 64 on a bridge or go under U.S. 64, ensuring their safety.





Community Meeting Frequently Asked Questions and Answers Handout

26. Why are you closing the median opening at Green Level Church Road?

The existing median at U.S. 64 and Green Level Church Road will be closed during construction of the NC 540 project. At the same time, the temporary traffic signal will be removed. This action is part of an agreement between NCDOT and the Town of Apex signed in 2004 to preserve mobility along U.S. 64.

27. How much will the initial recommendation for the long-term plan cost?

The construction cost of the initial recommendation for the long-term plan is approximately \$410 million for the entire 19-mile corridor, including approximately \$99 million for the segment from U.S. 1 to east of Lake Pine Drive. Please note that this cost estimate will be refined once changes are made to the long-term plan.

28. Is the funding for the construction of U.S. 64 related to the funding for NC 540?

NC 540 (Western Wake Parkway) is proposed to be under construction beginning in the summer of 2009, subject to the current economic situation. Tolls will be used to repay the bonds used for the construction of NC 540. Currently, the proposed improvements in the short-term plan and the 30-year long-term plan are not funded. Funding for any improvements along U.S. 64 will be prioritized based on other improvements needed in the area.

Questions about the Potential Effects of the Study

29. How will this affect my property values?

The effect of the recommended improvements on property values will vary, depending on location. If congestion increases along U.S. 64 and no improvements are made, there is potential for the property's attractiveness and value to decrease, because it will take longer to drive to the property. If improvements are made which reduce congestion and create a safer highway, there is potential for property values along the corridor to increase.

Noise may also affect a property's value. Improvements which reduce sound from vehicles, especially trucks, may positively affect a property's value. Other improvements may adversely affect a property's value, due to increased vehicle noise (see question #31 for additional information on noise walls).

30. How will this affect the businesses along U.S. 64?

Potential economic impacts to businesses include changes in business activity, available parking and land, and the marketability or resale value of land for development. How a business would be affected by a reduction in pass-by traffic can vary according to the type of business. A business that motorists go to regardless of the route, like a big box retailer or sit-down restaurant, is often unaffected or positively affected by reduced traffic. In contrast, a convenience- or impulse-type business, such as a gas station, relies on pass-by traffic and may be adversely affected.

31. Will there be noise walls to reduce the noise along the corridor?

Since the study is a long-term planning study, the evaluation of noise walls is not included. If the need and funding exists for any of the long-term improvements, a noise wall analysis will be performed during the detailed environmental/National Environmental Policy Act study and design process. Noise walls will not be provided along the corridor as a part of the short-term improvements.

32. Will this increase air pollution along U.S. 64?

The project will likely improve the air quality by reducing the number of vehicles idling and accelerating along the corridor. The increase in average speed along a road also positively affects air quality.

33. Will this affect the entrance to my subdivision?

The long-term plan will modify several of the existing roads into subdivision that connect to U.S. 64 directly. Motorists will be rerouted along service roads to adjacent interchanges or access points. Construction of the long-term plan will require the removal and/or relocation of some of the subdivision entrance signs and walls along the corridor depending on their proximity to the roadway. NCDOT would compensate the subdivision for the property and value of any structure removed or relocated.

34. Will I be compensated for the change in property value as a result of the implementation of this study?

If NCDOT needs to purchase a citizen's actual property to construct a roadway, it will compensate the property owner at fair market value. In the event that a piece of property has no roadway access, NCDOT would either provide an access road or purchase the entire parcel of land. NCDOT does not compensate property owners whose property is not directly impacted by the construction of a project.

35. How will this affect my quality of life?

The determination of how a specific project will affect quality of life is very difficult to evaluate, because the factors which determine an individual's quality of life are highly variable and subjective. Implementing the long-term plan may impact individual properties and citizens negatively through property acquisition, increased noise levels and a feeling of reduced visual appeal. However, the improvements to congestion and safety could positively affect those living along the corridor by improving air quality and reducing travel times.

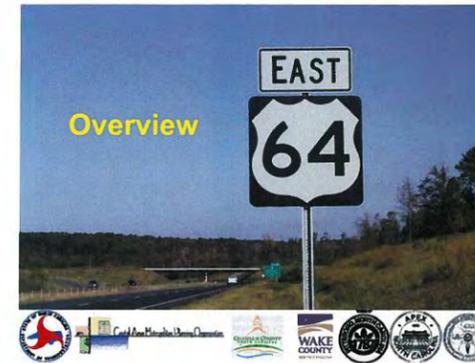


Community Meeting Overview Presentation



Tonight's Agenda

- Welcome
- U.S. 64 Corridor Study Overview
- Top Ten Questions
- Question & Answer Session
- Closing



Corridor Study Team

<p>Project Partners:</p> <ul style="list-style-type: none"> • North Carolina Department of Transportation (NCDOT) • Capital Area Metropolitan Planning Organization (CAMPO) • Chatham County • Wake County • Town of Pittsboro • Town of Apex • Town of Cary 	<p>Members of Study Team:</p> <ul style="list-style-type: none"> • Federal Highway Administration (FHWA) • US Army Corp of Engineers (USACE) • North Carolina State Parks Service • North Carolina Turnpike Authority (NCTA) • Triangle Area Rural Planning Organization (TARPO)
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Outline

- Purpose & Need
- Short-term Plan
- Long-term Plan
- Study Process & Next Steps
- Summary & Key Points

Outline

- Purpose & Need
- Short-term Plan
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U.S. 64

- Strategic Highway Corridor
- National Highway System
- United States Route
- CAMPO High Priority Corridor

U.S. 64

- Serves **State Travel** – to/from Triangle, Triad, Asheboro, & Charlotte region
- Serves **Regional Travel** – only major east-west route in Western Wake and Eastern Chatham Counties
- Serves **Local Travel** – adjacent to multiple neighborhoods, local shopping centers, schools, parks, & library

Study Area

Total Study Length is 19 miles - 10 miles in Chatham, 9 Miles in Wake

Community Meeting Overview Presentation

Study Purpose

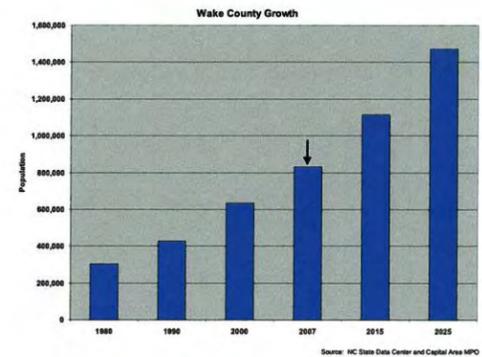
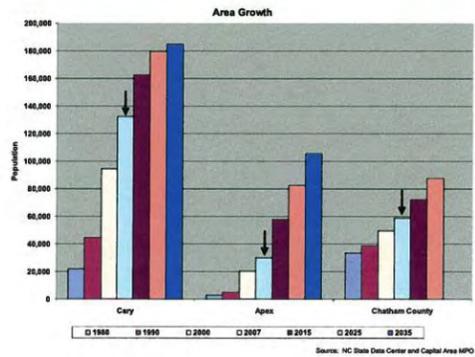
- Develop a master plan for the corridor to preserve and enhance mobility and safety along US 64
- Used to guide development and improvements
 - Short-term plan (needed today)
 - Long-term plan (30+ year plan)

Study Purpose

- Master plan should meet the State's needs of safe and efficient movement of people and goods while balancing community access and interests
- Following completion of study, partners should continue to collaborate on corridor plans

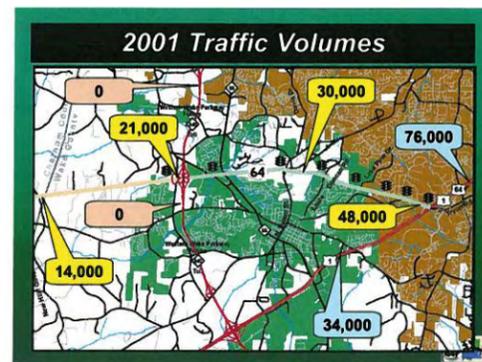
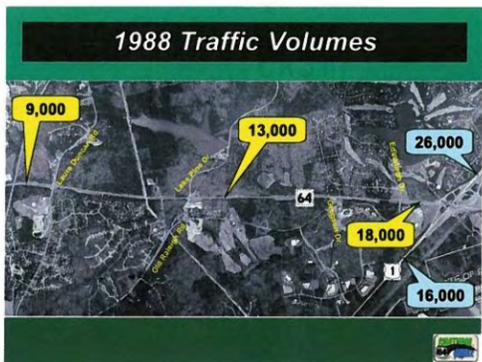
Why is this Study Needed?

- Population growth in the Triangle
- Area is a great place to live and work (see Money Magazine, Kiplingers, Forbes, etc)
- Attractiveness of Western Wake and Eastern Chatham Counties

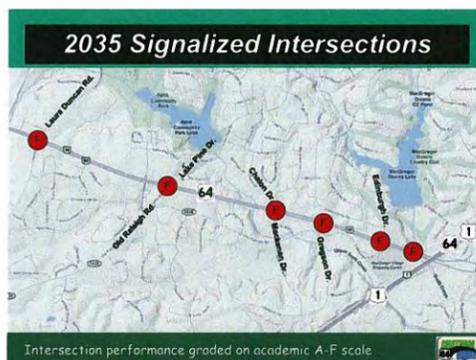
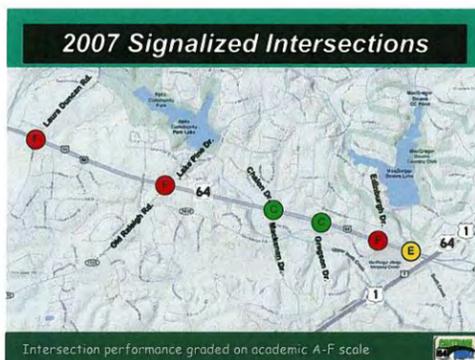
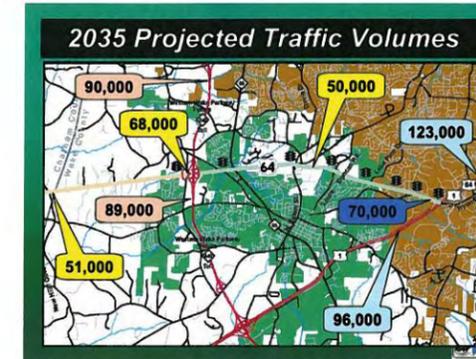
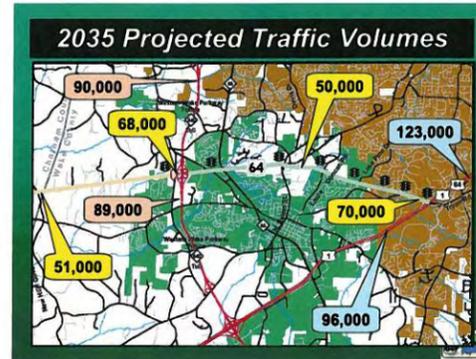
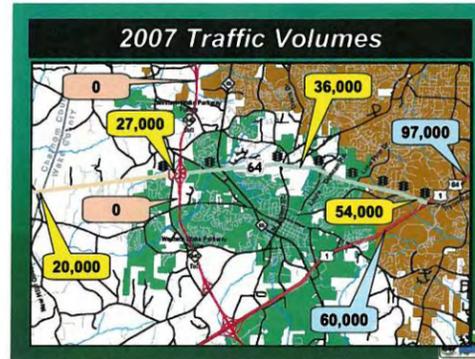


Why is this Study Needed?

- Increased growth in the area over the last decades due to proximity to RTP, Cary, and Raleigh
- Once NC 540 is completed to US 64 and US 1, commute between RTP and Western Wake and Eastern Chatham Counties will be easier (See Wake Forest)



Community Meeting Overview Presentation



US 64 Study – Phase IIA

Doing Nothing is Not an Option

Two Distinct Plans

- Short-term plan
 - Needed today in Cary/Apex
 - Hope to implement within next 5-10 years (No funding currently)
 - Success of short-term plan determines when long-term plan is needed
- Long-term plan (30+ year plan)
 - Ultimate improvements needed to provide long-term mobility and safety

Community Meeting Overview Presentation

Outline

- Purpose & Need
- **Short-term Plan**
- Long-term Plan
- Study Process & Next Steps
- Summary & Key Points

Short-term Plan

Purpose

- Develop interim strategies which enhance mobility, safety, and pedestrian needs at the major intersections
- Relatively low-cost improvements which can have lots of benefits
- Maximize the efficiency of the existing highway

Initial recommendation is for Superstreet design

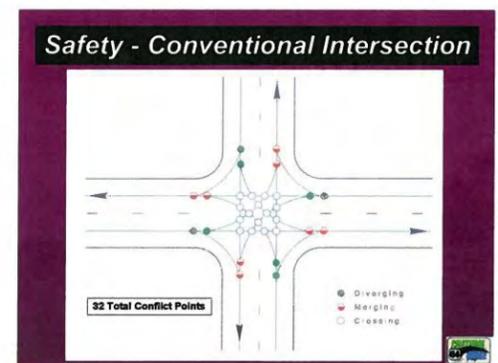


What is a Superstreet?

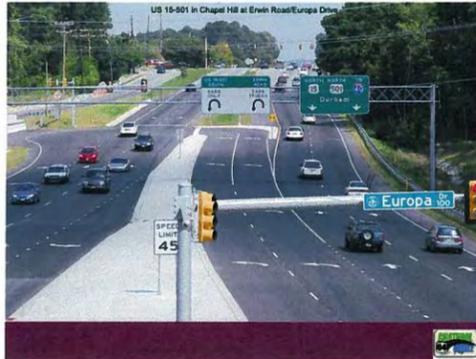
- Uses existing roadway footprint
- Only new pavement on US 64 is for turn lanes
- All 4 travel lanes stay as is (no new travel lanes)
- Minimal property needed (if any)

Superstreet Benefits

- Improves efficiency of signals US 64
- Optimizes signal coordination in both travel directions
- Allows traffic on US 64 to see more "green"
- Reduces wait time for motorists on side streets
- Improves safety by reducing potential crash locations



Community Meeting Overview Presentation



Initial Short-term Plan Summary

- Success of short-term plan determines when long-term plan is needed
- Construction could be done by intersection or several intersections at once
- Prior to any construction, there will be additional opportunities for public input

Outline

- Purpose & Need
- Short-term Plan
- Long-term Plan
- Study Process & Next Steps
- Summary & Key Points

Initial Long-term Plan

Purpose

- Develop long-range improvements needed at major intersections to enhance mobility, safety, and pedestrian accessibility
- 30+ year plan (for 2035 and beyond)
- Used to guide development along the corridor to preserve any additional land needed for future improvements (i.e. future interchange ramp)

Initial Long-term Plan

- Convert the remainder of the major intersections to overpasses or interchanges

Initial Long-term Plan

Legend:
 ● Existing/Committed Interchange/Overpass
 ● Proposed Interchange/Overpass

Initial Long-term Plan

- Convert the remainder of the major intersections to overpasses or interchanges
- Lake Pine and Laura Duncan future overpasses are identified as needs in Apex and CAMPO Transportation Plans

Initial Long-term Plan

- Separate local and through traffic in Cary section (most congested area)
- No new travel lanes on US 64 (remains 4 lanes)
- Only new lanes on US 64 are between ramps and for local service roads

Initial Long-term Plan

- Plan likely to change/improve over time
- Components only implemented if US 64 becomes congested with short-term improvements in place
- Additional studies and public input opportunities prior to any construction of long-term plan

Community Meeting Overview Presentation



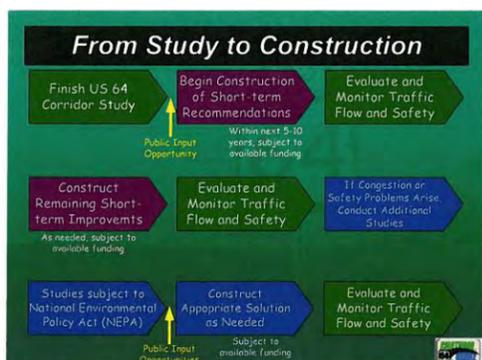
- ### Long-term Plan Summary
- Components only implemented when the need arises
 - Construction could be done by intersection or several intersections at once
 - Prior to any construction, more detailed studies will be conducted and public input opportunities will be offered

- ### Outline
- Purpose & Need
 - Short-term Plan
 - Long-term Plan
 - **Study Process & Next Steps**
 - Summary & Key Points

- ### Study Process
- Developed 3 long-term (30 year) options
 - Workshop #1 (May 2008)
 - Developed initial long-term recommendations based on public and professional staff input
 - Developed initial short-term recommendations
 - Workshop #2 (April 2009)
 - **Community Meeting (Tonight)**

- ### Study Process – Next Steps
- Continue to receive comments through July 31st
 - **Re-evaluate** short-term and long-term plans based on comments (August/September)
 - Finalize recommended plan and documentation report for public comment (Fall 2009)

- ### Study Process – Next Steps
- Make additional changes to plans, if needed (Fall 2009)
 - Finalize Corridor Study Report (Fall 2009)
 - Seek Approval of Plan from CAMPO and NCDOT (Winter 2009)
 - Develop Memorandum of Understanding (MOU) between Study Partners to continue to coordinate planning efforts (Winter 2009/2010)



- ### Funding
- Currently no State funding available
 - Potential funding sources/partners:
 - Developers (see US 17 in Leland)
 - Municipalities
 - Future State funding
 - Need to have plan ready for when funding becomes available
 - Other improvements may take place along US 64

Community Meeting Overview Presentation

Outline

- Purpose & Need
- Short-term Plan
- Long-term Plan
- Study Process & Next Steps
- **Summary & Key Points**

Summary & Key Points

- US 64 serves statewide, regional & local traffic
- Area growth is expected to result in many more vehicles traveling US 64
- NCDOT has an obligation to motorists to preserve mobility along this highway
- Short-term plan optimizes existing intersections

Summary & Key Points

- Long-term plan provides additional improvements when optimized intersections can no longer function adequately
- Initial recommendations are not final - opportunity exists to improve the plan
- Currently no funding for short-term or long-term plans, but need to be ready
- Funding for improvements depends on a clear plan with strong support from stakeholders



Community Meeting Top 10 Questions and Answers Presentation



Question #1

How would improvements to US 64 be prioritized (using state and/or federal money)?

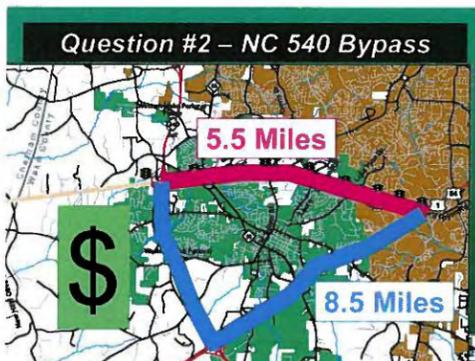
Who sets priorities regarding this list, and do these priorities change over time?

Question #1 – Project Prioritization

- Prioritized against other projects in the Raleigh area and against projects on similar roadways across the state
- CAMPO and NCDOT work together
- Priorities updated every two years

Question #2

Why not use existing US 1 South to NC 540 to US 64 as a bypass?



Question #2 – NC 540 Bypass

- Distance
- Toll on NC 540
- NC 540 interchanges not designed to act as a US 64 Bypass
- Lake Pine Drive to US 1 is a regional destination
- Projected Volume of 70,000 *with* NC 540
- Re-numbering the route does not necessarily remove traffic

Question #3

What is the timeframe for implementing the short-term and the long-term plan recommendations, and will the timeframe change as funding status changes?

Question #3 – Implementation

- Short-term improvements
 - Superstreet needed today
 - Goal: implement in next 5-10 years
- Long-term improvements
 - Needed when short-term improvements can no longer handle the traffic

Question #3 – Implementation

- Continually evaluate safety and travel along corridor
- Prioritization of improvements will be evaluated as a part of normal Town, MPO and NCDOT processes
- Some improvements by Private Developers

Community Meeting Top 10 Questions and Answers Presentation

Question #4

How will bicyclists and pedestrians – particularly visitors to Apex Community Park and students at Apex High School – navigate the short-term improvements and long-term improvements safely?

Question #4 – Bicycle/Pedestrian - Existing



Question #4 – Pedestrian - Superstreet



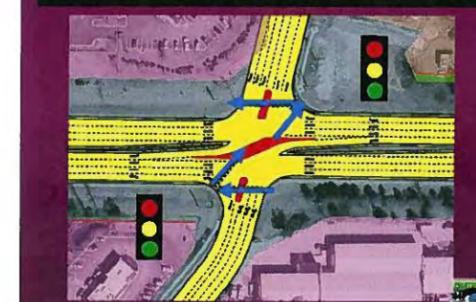
Question #4 – Bicycle - Superstreet



Question #4 – Bicycle/Pedestrian - Superstreet



Question #4 – Bicycle/Pedestrian - Superstreet



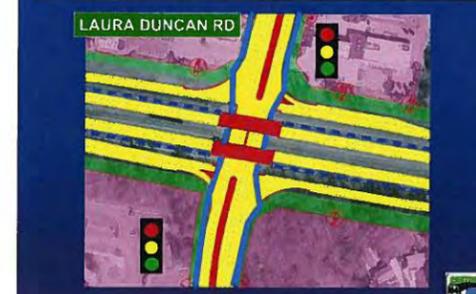
Question #4 – Bicycle/Pedestrian – Long-Term



Question #4 – Bicycle/Pedestrian – Long-Term



Question #4 – Bicycle/Pedestrian – Long-Term



Community Meeting Top 10 Questions and Answers Presentation

Question #4 – Bicycle/Pedestrian – Long-Term



Question #5

Will there be noise walls to reduce the noise along the highway for both the short-term and long-term improvements?

Question #5 – Noise Walls

- No noise barriers for short-term improvements
- Noise barrier study will be conducted during detailed environmental studies for long-term improvements
- Loudest noise is generated from stopping and starting; keeping traffic moving will reduce noise

Question #6

How will school buses and emergency vehicles navigate the superstreet safely and efficiently in this heavily residential area?

Question #6 – Emergency Access - Superstreet

No change in emergency response time



Question #6 – Emergency Access - Superstreet

No change in transport time for medical



Question #6 – Emergency Access - Superstreet

Minimal change in transport time for medical



Question #6 – Emergency Access - Superstreet

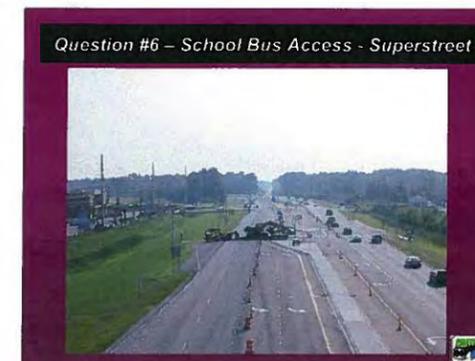
- Improved traffic flow may improve response time and safety for emergency vehicles

Question #6 – School Bus Access - Superstreet

Buses Entering

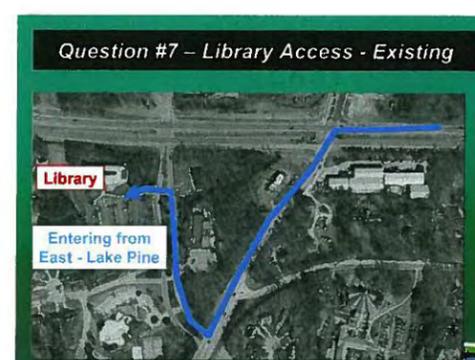
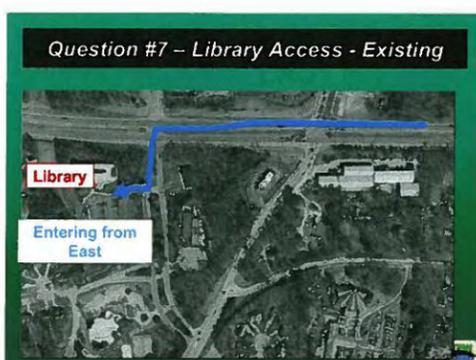
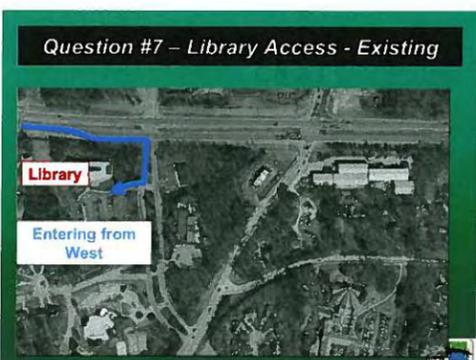
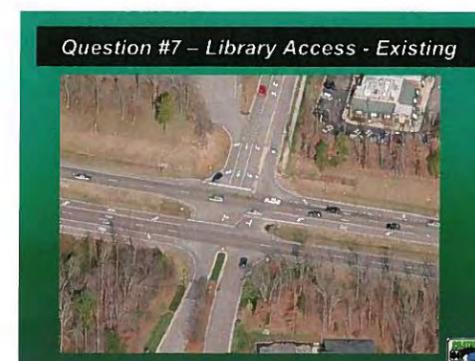
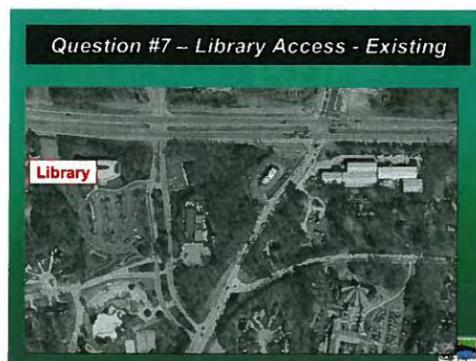


Community Meeting Top 10 Questions and Answers Presentation

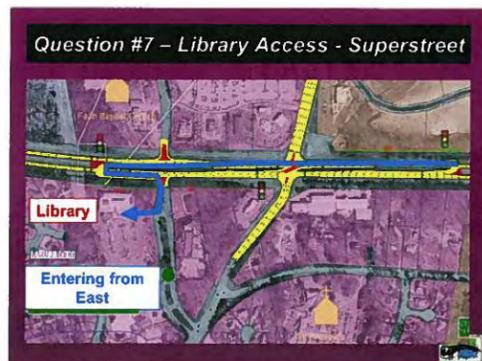
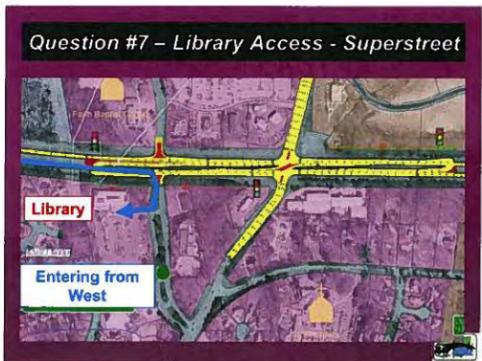
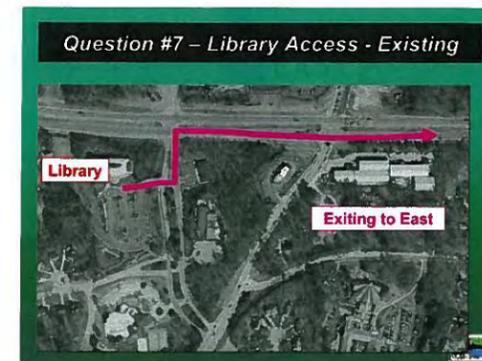
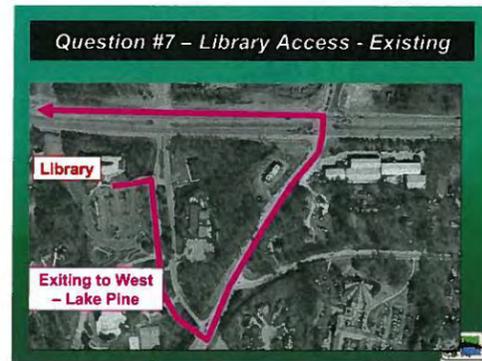
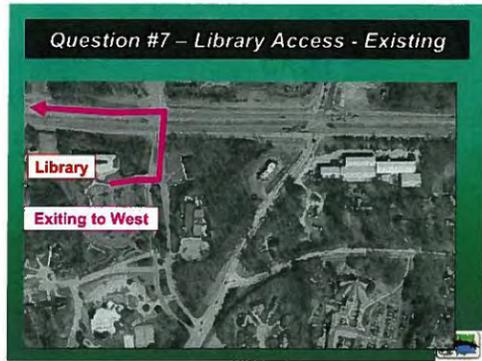


Question #7

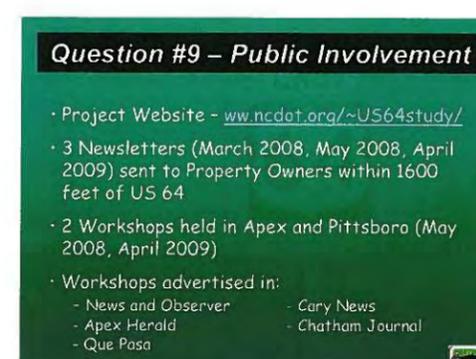
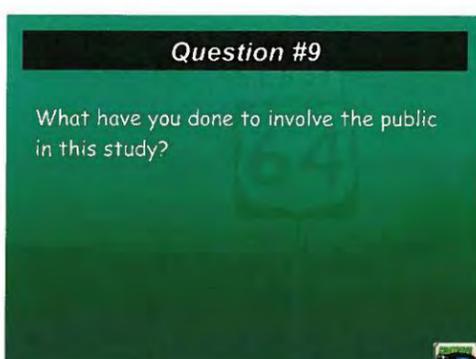
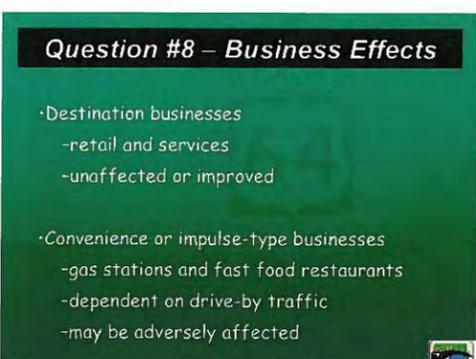
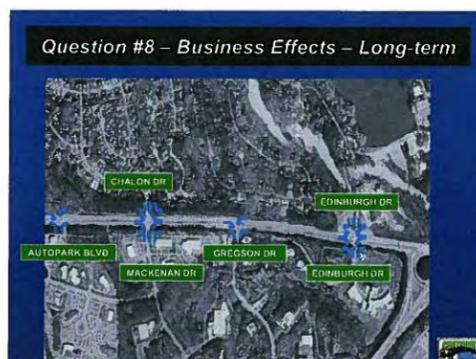
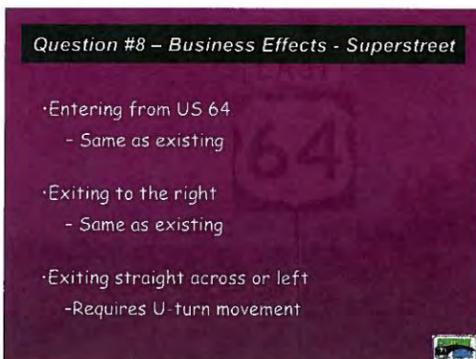
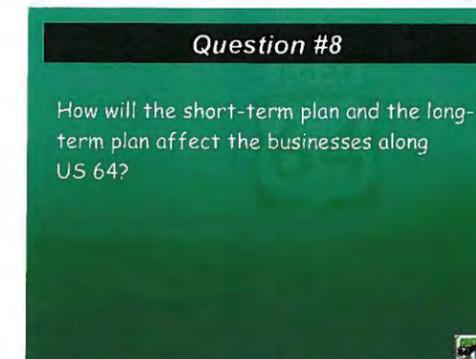
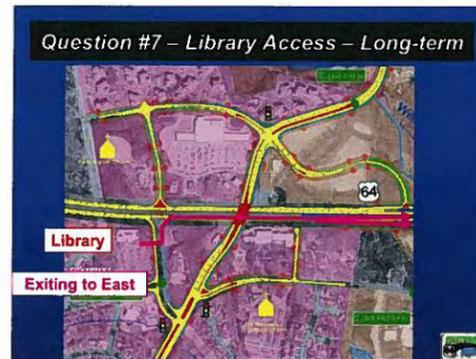
What effect will the short-term plan and the long-term plan have on safe and easy access to the library?



Community Meeting Top 10 Questions and Answers Presentation



Community Meeting Top 10 Questions and Answers Presentation



Community Meeting Top 10 Questions and Answers Presentation

Question #9 – Public Involvement

- Town of Apex
 - Included information for workshops in utility bills
- Town of Cary
 - Sent letters to property owners within 1,000 feet of US 64 prior to 2nd workshop
- Chatham County
 - Included information on Web site and in e-mail notifications



Question #9 – Public Involvement

- Workshops covered by:
 - News and Observer
 - Cary News
 - Triangle Business Journal
 - Chatham Journal
 - WRAL-TV
 - NBC-17 TV
 - News 14 Carolina



Question #9 – Stakeholder Involvement

- Regional Transportation Alliance meeting with Apex stakeholders - June 10, 2009
- Triangle Area Regional Planning Organization - June 15, 2009
- Save64.org meeting - June 29, 2009
- Regional Transportation Alliance meeting with Cary stakeholders - July 1, 2009



Question #10

How can I make sure my comments and concerns are heard?



Question #10 – Next Steps

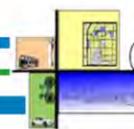
- Continue to receive comments through July 31st
- Re-evaluate short-term and long-term plans based on comments (August/September)
- Finalize recommended plan and documentation report for public comment (Fall 2009)



Question #10 – Next Steps

- Make additional changes to plans, if needed (Fall 2009)
- Finalize Corridor Study Report (Fall 2009)
- Seek Approval of Plan from CAMPO and NCDOT (Winter 2009)
- Develop Memorandum of Understanding (MOU) between Study Partners to continue to coordinate planning efforts (Winter 2009/2010)





Appendix B: Public Comment Summaries

Workshop #1

MEMORANDUM

To: Public Workshops, May 19 & 20, 2008

From: Peter Trencansky, PE
Project Engineer

Date: September 9, 2008

Subject: Summary Comments to Public Workshop Meetings
US 64 Corridor Study

Two public workshops were held on May 19 and 20, 2008 at the following locations:

Date: May 19, 2008
Time: 5:00 – 8:00 PM
Location: Apex High School
1501 Laura Duncan Road, Apex

Date: May 20, 2008
Time: 5:00 – 8:00 PM
Location: Northwood High School
310 Northwood High School Road, Pittsboro

The public was provided the opportunity to listen to a presentation describing the project and review maps showing the long-term Alternatives. Participants were encouraged to talk to NCDOT staff and project team members and provide comments. All attendees received a project handout with a comment form.

A total of 222 participants signed in at the two workshops (May 19 - 171; May 20 - 51). NCDOT also received 49 comment sheets, emails, or letters regarding the project during the comment period for the workshop. A summary of written and email comments is presented in the Summary of Public Workshop Comments.

An executive summary of the main issues concerning the project is as follows:

Executive Summary

- Many of the comments focused on a concern for access, impacts to property and effects of property values in the study area.
- Access concerns focused on opposition to individual neighborhoods being blocked for emergency vehicles, school buses and public buses. Some participants did not like the service road system.

- There was concern about providing better pedestrian and bike facilities and access to/from public facilities.
- Out of 47 comments, only 13 people clearly stated a preference to the proposed alternatives. Alternative 2 received eight supporters, Alternative 3 had three supporters and two favored Alternative 1.

Summary of Comments

The following people submitted written comments from the May 19 or May 20 Public Workshop Meeting:

Concerns relating to Access

Karen Taylor – Ms. Taylor is concerned that Alternative 1 blocks access to her neighborhood (Macgregor West).

Elton Chevalier – Mr. Chevalier feels the access points are too limited.

Jenny Kolb – Ms. Kolb is concerned about access to/from the Knollwood Community and would like to see right-in/right-out access provided under Alternative 2. Ms. Kolb also noted that access to the Kroger Shopping Center was important to their neighborhood.

Wayne Miller – Mr. W. Miller is concerned about “choking” access for local drivers and recommends continuous flow lanes parallel to US 64 along the entire length of the project for local traffic.

Michelle Barry – Ms. Barry states that the Castlewood neighborhood needs improved access to US 64W and that without signals the breaks in traffic that allow them to safely enter US 64 will not be present.

Cynthia F. Wilburn – Ms. Wilburn is concerned about access from Kelly Glen subdivision to NC 540.

Thomas Vroman – Mr. Vroman is concerned that there is not enough room to add a service road in front of Abington Subdivision (Kelly Ridge Road).

Tommy Burns – Mr. Burns requests a different system for the service road entrances and exits that is similar to those used in Texas. Mr. Burns is also concerned with the location of access roads being ½ mile from the existing US 64 and feels that it is likely that it is to accommodate developers and that the roadways should be directly adjacent to the roadway.

Jack Michenfelder – Mr. Michenfelder hopes that the project will preserve the integrity of the state parks with respect to easy access.

Mindy Gill – Ms. Gill is not in favor of eliminating access to her Crosswinds Estates neighborhood.

Marian Lein – Ms. Lein suggests the service road be constructed to the west to Pea Ridge Road. This would allow improved emergency vehicles access to Crosswinds Estates.

Concerns relating to Community Goals and Values

Evan Miller – Mr. Miller questions whether this project aligns itself with the Apex 2005 Comprehensive Plan. Specifically, he asks, “Will local businesses suffer if traffic flows through the area more easily?” Also inquires “How will pedestrians reach the community park?”

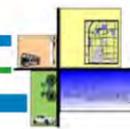
Steve & Cynthia Swamp – Mr. and Mrs. Swamp feel that Alternatives 1 and 3 are too “radical.” They state that too much change will ruin the small town look and feel.

Robert Lamb – Mr. Lamb is concerned that the plan for Jenks Road intersection is not in line with the Apex Comprehensive Plan.

Daniel B. Martin – Mr. Martin feels that the project would facilitate long-distance travel at the expense of local travel and that NCDOT has the balance of these interests wrong.

Concerns relating to Property Value and Relocations





Thomas Vroman – Mr. Vroman stated that proposed alternatives would have a negative effect on the beauty and value of the entrance to their neighborhood (Abbingtion).

Mallie Jenks –Ms. Jenks fears that she may lose the property she owns at Jenks Road and US 64. This would be a third time property loss for her.

Rhonda Strother – Ms. Strother suggests moving the bridge at Jenks Road to the east to prevent ten families from moving. She notes that these families have owned the land for generations.

Pheobe J. Jenks – Ms. Jenks proposes moving the bridge at US 64 and Jenks Road east to tie into Jenks Road. She notes that this would prevent ten families from moving.

Joseph & Tamara Powers – Mr. and Mrs. Powers oppose the service road near their property. They feel that this study has already devalued their property.

Paul Vivirito- Mr. Vivirito is concerned that his neighborhood (Deer Run) would suffer from devalued property.

Belinda Spears Hester – Ms. Hester adamantly opposes all 3 alternatives because she owns commercial property that would become land locked, reducing its value dramatically. She would like to be called to discuss how she can oppose the project.

Edith Resnick – Ms. Resnick is concerned about decreasing her property value. She feels the area will be seriously affected by any of the proposed plans.

Frankie Pendergraph – Ms. Pendergraph is concerned about a possible new road near her property, property devaluation, and her property being seized by the project. Additionally, coordination with an attorney for Ms. Pendergraph, Ms. Lisa Finklestein, has occurred and will be discussed further in the near future.

Concerns relating to the Natural Environment

Frankie Pendergraph – Ms. Pendergraph is concerned about wetland destruction and storm water run off.

Paul Vivirito- Mr. Vivirito is concerned that his neighborhood (Deer Run) would suffer from air pollution.

Concerns with Safety

Edith Resnick – Ms. Resnick would like to adjust the speed limit to 45 mph through the residential community.

Robert Hall – Mr. Hall is concerned that the loss of a left turn access to/from Abbingtion Road will cause congestion and safety issues due to re-routing of traffic to Lansbrooke Lane where many small children live.

Paul Vivirito- Mr. Vivirito is concerned with safety for school buses entering and exiting the highway. He also feels that NCDOT should keep US 64 as safe as possible with current roadway makeup and design.

Brad & Anne Williams – Mr. And Mrs. Williams believe the project should include protection for Apex High School students who leave during lunch.

Ron King – Mr. King was concerned about safety for Apex High School students as well as for those entering and exiting the library.

Mark Bryant – Mr. Bryant is concerned about increased traffic and safety, especially along Olde Raleigh Road, near the library and along Lake Pine Drive.

Joseph & Tamara Powers – Mr. and Mrs. Powers are concerned that the improvements would not be safe for their children.

Concerns with Noise

David Marty – Mr. Marty feels that noise protection is necessary for US 64.

Yvette Crawley – Ms. Crawley states that her property is adjacent to US 64 and she wants a sound wall constructed.

Paul Vivirito- Mr. Vivirito is concerned that his neighborhood (Deer Run) would suffer from highway noise.

Ellen Buck – Ms. Buck would like sound barriers for those properties that back up to US 64.

Joseph & Tamara Powers – Mr. and Mrs. Powers are concerned with the noise from the project being unbearable.

Concerns with Long-term Alternatives

Karen Taylor – Ms. Taylor likes Alternative 2 the least and Alternative 3 the best. Alternative 2 increases cut-through traffic in her neighborhood (Macgregor West).

Pat & Ed McCall – Mr. and Mrs. McCall dislike Alternative 1 and prefer Alternative 2 because it does not utilize Olde Raleigh Road as a service road.

Kenneth Marks – Mr. Marks feels Alternative 3 is best because the service road concept provides better access.

Doris Bowman – Ms. Bowman proposes moving the bridge at US 64 and Jenks Road east of her property to the vacant land.

Evan Miller – Recommends stacking lanes at school that would prevent the use of Knollwood.

Mark Bryant – Mr. Bryant feels that Alternatives 2 and 3 are better than Alternative 1, especially for the Lake Pine Drive Area.

Tom Colwell – Mr. Colwell thinks that Alternative 2 is the best and feels that Alternative 1 won't be good enough for the future and that Alternative 3 is overkill. He suggests the following to consider: Use traffic circles instead of signals, use high quality aesthetics on overpasses and sound barriers in the Apex area, and use quality landscaping.

Robert Bush – Mr. Bush wants interchanges with a "Texas Turnaround" approach to accommodate U-turn movements.

John Buck – Mr. Buck states that he does not like the "New Jersey Turnpike Answer" to the project (Alternative 3). He prefers Alternative 1 to Alternative 3 and feels that Alternative 2 may be a good compromise.

David Rowland – Mr. Rowland prefers Alternative 1 as it is the least disruptive to the existing neighborhoods and businesses.

Chuck Evans – Mr. Evans feels that a combination of Alternatives 1 and 2 would be most viable for residents and businesses. Alternative 3 makes the largest impact on the area and is the most confusing.

Jim Scarborough – Mr. Scarborough prefers Alternative 2 at Lake Pine best and does not like Alternative 3. He stated that Alternative is almost right from east of Lake Pine Drive to US 1 but should consider making Gregson Drive right-in/right-out and Edinburgh and MacGregor West similar to Gregson on Alternative 1. He also has concerns about the left turn from US 64W to NC 55S, and feels that more improvements are needed. He is thankful for the workshop.

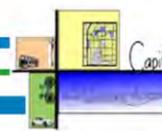
David Marty – Mr. Marty prefers Alternative 3 because it provides similar access to Chalon Drive as currently exists.

John R. Jarus –Mr Jarus shared that he is researching the alternatives.

Rena Hatley Perry – Ms. Perry hopes that the project never receives funding, but if it does, she prefers Alternative 2.

Ann Oakley – Ms. Oakley hopes that the project never gets funding, however, she prefers Alternative 2.





Frankie Pendergraph – Ms. Pendergraph is concerned with the service road near her property and the proximity to the Colonial Pipeline as well as potential impacts to her well and septic systems.

Concerns with Alternative Modes of Transportation

Mindy Gill – Ms. Gill is concerned about re-routing the bus routes and the impact on children and elderly.

Connie McAdams - Ms. Adams opposes the proposed changes to US 64 and feels that Chatham County does need additional growth. She recommends finding ways to decrease traffic and encourage carpooling.

Paul Vivirito – Mr. Vivirito says to, "Stop the US 64 Study! Take mass transit."

Cynthia F. Wilburn – Ms. Wilburn inquired if thought was being given to public transportation due to the high gas prices.

Tom Colwell – Mr. Colwell recommends that the alternatives accommodate bike traffic.

Liz Cullington – Ms. Cullington is dissatisfied with the limited focus and goals of "long-term planning." She notes that plans include traffic projections, but do not address rising fuel costs. Enhancements are centered around cars/commercial trucks, and not on bikes/pedestrians. She feels strongly that the study should include a greater look at mass transit.

Abe Shocket – Mr. Shocket notes that the model does not consider rising gas prices. He feels that planning should consider home and work together, not more cars and driving.

Robert Bush – Mr. Bush wants more consideration for bikes/pedestrians and feels that it should be integrated at the beginning of the process and not added at the end. He also feels that the pedestrian/bike improvements should be developed to the same level as the roadways.

Ellen Buck – Ms. Buck wants more consideration for mass transit (e.g., monorail) with the rising price of gas.

Chuck Evans – Mr. Evans is concerned about pedestrian/bicycle access and crossings.

Michael Gapin – Mr. Gapin requested that road biking be incorporated into the final design of the study and indicated this study had the opportunity to set the standard for bike riding in the future.

Ron King – Mr. King felt that, with high gas prices, the best use of taxpayers money would not be in building a large artery for automobiles and that improved rail service would be a better use of the money.

Concerns relating to Public Outreach

Daniel B. Martin – Mr. Martin feels that NCDOT "tramples on the principle of government of the people, for the people, and by the people." And that NCDOT has a reputation for ignoring citizen input.

David Rowland – Mr. Rowland feels that the workshop was not properly advertised. He says that an ad in newspaper is not enough. A notification to all property owners within 100 feet of the proposed project by first class mail is necessary.

Robert & Jane Pan – Mr. And Mrs. Pan own ten+ acres off Jenks Road and have concerns that they were not contacted about the alternatives.

Concern relating to Historic Properties

Hope Blackford – Ms. Blackford is concerned about historical properties and sites.

Concerns relating to facility type and traffic patterns

David Rowland – Mr. Rowland would like to see the area west of NC 540 be the highest priority with traffic being re-routed along NC 540 to US 1. He suggests that the improvements east of NC 540 should not be done until it becomes overloaded.

Evan Miller – Recommends re-routing US 64 along NC 540 to US 1 and re-designating US 64 from NC540 to US 1 as US 64 Business.

Steve & Cynthia Swamp – Mr. and Mrs. Swamp feel that routing traffic to NC 540 (without the toll) would be a better option than improving US 64 in the Apex area.

Pete C. Deicher – Mr. Deicher feels that the priorities of this project are wrong and that there is no need to upgrade US 64. He feels that attention should be paid to other roadways that are in greater need. Mr. Deicher also inquired if a citizens advisory committee was a part of the study.

Paul Vivirito – Mr. Vivirito feels that I-40/I-85 should be used as the freeway facility, not US 64.

Concerns relating to emergency access and response

Thomas Vroman – Mr. Vroman is concerned that there is not safe access for emergency response vehicles to Abbington subdivision.

Mindy Gill – Ms. Gill has serious doubts if emergency vehicles could get to her neighborhood in a timely manner. She notes that her neighborhood has no fire hydrants and eliminating the pond would put these 32 homes at risk.

Marian Lein- Ms. Lein suggests the service road be constructed to the west to Pea Ridge Road. This would allow improved emergency vehicles access to Crosswinds Estates.

Requests to be added to the mailing list

Scott Kelley - Mr. Kelley is interested in being updated on the project because of real estate investment interests along US 64.

Doris Bowman – Ms. Bowman would like to be included on the mailing list.

Maryann Smith - Ms. Smith would like to be included on the mailing list.

Resolutions

The Town of Apex Town Council passed a resolution on June 3, 2008 to support the adopted Apex Transportation Plan in NCDOT's US 64 Phase 2A Study. The resolution states that NCDOT adopt policies wholly consistent with the Apex Transportation Plan with partial control of access on US 64 east of NC 540.

If you have questions or comments regarding this information, please contact David Wasserman, P.E., NCDOT, at (919) 733-7932 Ext. 361 or Peter Trencansky, URS Project Engineer (Consultant) at (919) 461-1332.





Workshop #2

MEMORANDUM

To: Public Workshops, April 27 and 28, 2009

From: Peter Trencansky, PE, PTOE
Project Engineer

Date: May 27, 2009

Subject: Summary Comments to Public Workshop Meetings
US 64 Corridor Study

Two public workshops were held on April 27 and 28, 2009 at the following locations:

Date: April 27, 2009
Time: 5:00 – 8:00 PM
Location: Apex High School

Date: April 28, 2009
Time: 5:00 – 8:00 PM
Location: Horton Middle School

The public was provided the opportunity to listen to a presentation describing the project and review maps showing the long-term Alternatives. Participants were encouraged to talk to NCDOT staff and project team members and provide comments. All attendees received a project handout with a comment form.

A total of 171 participants signed in at the two workshops (April 27 - 143; April 28 - 28). The Corridor Study Team received comment sheets, e-mails, or letters regarding the project during the comment period for the workshop from a total of 195 individuals, groups of individuals or businesses. Additionally, a petition signed by approximately 2,500 individuals was submitted. A summary of written and email comments is presented in the Summary of Public Workshop Comments.

A summary of the main issues concerning the project is as follows:

General Comments:

- A petition signed by approximately 2,500 individuals was submitted requesting that all further action be stopped until citizen objections are resolved.
- Several people requested longer public comment periods, additional community meetings and additional measures to expand public awareness of the study and study process.
- Many of the comments focused on funding for the short- and long-term improvements, including, where funding would come from and why improvements to US 64 would be funded when other aspects of the State budget are in jeopardy.
- Some comments noted concern as to whether plans are being coordinated with land use and other transportation plans in both Chatham and Wake counties and the municipalities.
- Specific comments related to the number of lanes, pedestrians near the high school, access and safety issues.

- Individuals questioned the need for improvements to US 64 and the need relative to other roadways they considered to be more congested.
- Comments conveyed concerns about negative impacts to property owners and property values along the corridor.
- Several comments focused on the need for bicycle and pedestrian elements to be included in the study, specifically citing a need for the ability to cross US 64 by bike or on foot.
- Individuals noted concern about the environmental effects of the improvements to US 64, specifically mentioning: air pollution, noise, water run-off and removal of trees.
- Other comments questioned whether transit options were under consideration.
- Several comments were in support of the proposed improvements and encouraged moving forward.

Comments on Short-term Improvements

- Individuals made comments against the short-term improvements, generally indicating that they would not really solve any problems, would not improve traffic flow, and would disrupt the surrounding communities.
- Comments were made about safety concerns of a super-street for bicyclists, pedestrians and motorists.
- Individuals thought the superstreet would have negative impacts on businesses and would divide the community.
- Individuals requested noise walls in certain locations, pedestrian and bicycle considerations, traffic signal coordination and other specific items.

Comments on Long-term Improvements:

- Individuals were concerned about impacts to their property, neighborhoods and access onto US 64.
- Individuals were concerned about noise.
- Several comments described general opposition to turning US 64 into an expressway and freeway.

Comments on Expressway portion of long-term improvements for Cary/Apex

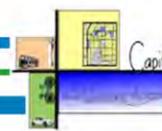
Many individuals focused their comments on this particular section of the corridor. There was also a petition signed by approximately 2,500 individuals voicing opposition to an extended elevated expressway. In general, comments focused on the following:

- Concern about impacts to the quality of life and property value for residents along this portion of the corridor, specifically in the MacGregor Downs and MacGregor West subdivisions.
- Concern about impacts to community cohesion and the character of the area.
- Concern about safety of motorists, pedestrians and cyclists, particularly near Apex High School.
- Questions about whether the improvements are really needed. Suggestions were made that traffic should be routed to 540 and that the community in this area should not be negatively impacted in order to support suburban sprawl in outlying areas.
- Concerns about access to neighborhoods and businesses.
- Individuals questioned the methods used to inform the public about the study and indicated more needs to be done to collaborate with surrounding communities about the planned improvements. A few comments indicated that the purpose of the workshops was not clear and, specifically, that people did not realize they could voice opposition to the plans.
- Other comments conveyed general support for the plans.

Comments on Using NC 540 as a Bypass of US 64

- A number of comments were received that suggested NC 540 should be used as a bypass of US 64, alleviating the need (or future need) of converting US 64 to a freeway and expressway and reserving it for local traffic. Some comments suggested that NCDOT should at least wait until NC 540 is complete and then evaluate whether there is a need for improvements to US 64.





Summary of Comments

The following people submitted written comments from the April 27 or April 28 Public Workshop Meeting:

General Comments on Study

Petition to Stop the Plan to Expand US 64 into a Freeway/Expressway – A petition signed by approximately 2,500 individuals was submitted and included the following statement:

We, the undersigned, strongly oppose the NC DOT April 2009 Implementation Plan, US 64 Corridor Study Phase IIA, Chatham and Wake Counties.

If implemented, this plan will change the 19-mile stretch of US 64 from Cary to Pittsboro “from its current condition to a freeway and expressway” with portions being elevated (NC DOT, US 64 Corridor Study, Issue #1, March 2008), and costs to exceed \$480 million (final page, April 2009 Draft Implementation Plan, US 64 Corridor Study Phase IIA Chatham and Wake Counties).

We want the NC DOT to stop all further action on this project until the citizen objections are resolved.

Representative Jennifer Weiss – Rep. Weiss is the representative of the 35th District to the North Carolina House of Representatives and provided a letter stating that she had received a letter from a constituent with concerns about the project, specifically that very few people knew of the project or the planning process. Rep. Weiss suggested that NCDOT take the time to better publicize the project and hold community meetings to explain the process and the plans to those living in the neighborhoods that would be impacted by the road widening. Rep. Weiss also respectfully requested that the comment period be extended beyond June 5th so that more of the residents who would be impacted by this project have the opportunity to hear from NCDOT and offer their comments.

Philip Martin – Mr. Martin would like to thank the study team for the information and presentation and felt that all of his questions had been answered and his concerns relieved.

Margo Bills – Ms. Bills stated that she is not sure why we are spending money twice and that she would prefer that the short-term solution through Cary and Apex be the permanent solution. She also felt that the long-term plan takes too much land with the massive interchanges and that she questioned where the money for these improvements would come from being that the State is considering passing some of the road maintenance back to the towns.

Robert Farber – Mr. Farber stated that he had no comments at this time.

Hugh Harrington – Mr. Harrington stated that the short-term and long-term plans look good and that he has no concerns. He stated the biggest question is whether it can be funded while keeping taxes low.

Kitty Griffith – Ms. Griffith stated that the plans should be coordinated with Chatham County’s Major Corridor Ordinance and that good buffers such trees and shrubs to enhance the aesthetics of the roadway. She also stated that the presentation was very good.

Katie Darden – Ms. Darden stated that she represented Hendrick Cary Auto Mall and inquired what the best way to get a copy of the Corridor Study maps is so that she could send them to their corporate office for review.

Bee Persson – Ms. Persson stated that she was disappointed that her access in the vicinity of Shepherd’s Vineyard will be more inconvenient but appreciates the efforts to plan to prevent future issues. She also stated that her main concern focuses on Apex High School and that teenagers do not follow normal pedestrian rules and with wider lanes, fewer signals and further to walk will create an environment for potential deaths. Ms. Persson also stated that additional consideration should be given to how far the additional lanes on Laura Duncan Road will be extended as this may create a potential bottleneck. She was also concerned that the configuration may increase the number of students who use back roads to get to the school, thus increasing traffic in residential neighborhoods.

Paul and Elna Benbow – Mr. and Ms. Benbow stated that many people did not know about the planning for this project as the announcement would easily be mistaken for junk mail. Mr. Benbow also formally asked that the comment period be extended.

Charles W. Berger – Mr. Berger stated that there is a need to improve US 64 from US 1 to Kelly Road as soon as possible and that the section west of Kelly Road is not as urgent due to minimal truck traffic and lower use intersections. Mr. Berger also recommended that the westbound ramp onto US 64 from Salem Street/Old Apex Road be extended due to limited visibility and the downhill speeds on US 64.

Sandra Jones – Ms. Jones stated that US 64 is a great road that has a lot of cars but never backs up and that the money would be better spent on other projects such as I-40. Ms. Jones feels that the US 64 corridor will change the landscape of one of the last quaint towns in this area.

Vera Plechash – Ms. Plechash stated that she is opposed to this plan and that US 64 is very lightly traveled now. She feels that turning this into an eventual elevated freeway to Pittsboro, with a population of 3000, is an outrageous and immoral waste of tax dollars. She feels that when the state has a deficit and teachers are being furloughed this project is an offense to every North Carolinian and this project is a freeway to nowhere.

Tom Steffens – Mr. Steffens stated that he is opposed to the project and that additional community engagement is required. He also requested that the negative impact on property values be addressed.

Emily Dilday – Ms. Dilday stated that she would like to register her opposition to the proposed project as she believes it is not warranted and would negatively impact property owners along US 64.

Kristi Link – Ms. Link stated that the state government should be embarrassed by this proposal because the \$400 million for the project is unnecessary when we are cutting funds for schools, having mandatory year round schools, having larger class sizes and not providing adequate resources to our children.

Kim Petty – Ms. Petty stated that she is not in favor of US 64 being expanded because it will make the safety of travel for her children to and from school more dangerous as well as for every day travel.

Bill Winfrey – Mr. Winfrey stated that he opposed the current plan of expanding 64 and encouraged a much more open and extensive conversation that would give all citizens the opportunity to better understand the reasoning and have an opportunity to express theirs.

Eric Bernstein – Mr. Bernstein stated that he is vehemently opposed to the proposed project. He stated that the road carries school children and teenagers back and forth to school and is a local link between Cary, Apex and surrounding neighborhoods and that converting US 64 into a freeway will cost taxpayers millions of dollars and create an unsafe environment for their children.

Mary Kimbro – Ms. Kimbro requested that the Project Team stop, cease and desist with this project now and that NCDOT has no right to mess up and cause traffic problems for the citizens in the area.

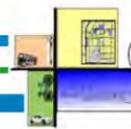
Beverly Mitchell – Ms. Mitchell stated that she will fight this outrageous proposal and that the lack of notification was a “surprise attack”. She feels that the building of a major road is out of the question when everyday needs are going unfilled or cut.

Janet Portzer – Ms. Portzer stated that she would like to know more about the project. She stated that it sounds like a lot of money and she is unsure why she would want it or what it would accomplish. She also stated that it did not make sense to plan a project like this with the state budget in such turmoil.

Ronald and Sue Scattergood – Mr. and Ms. Scattergood stated that they are not against highway improvements and agree more are needed in Cary and Raleigh. They are concerned that US 64 intends to use over \$400 million when the existing delays are tolerable and that the money would be better spent widening US 1, I-440 and I-40 and that the money should be spent where it is really needed.

Sergey Galkin – Mr. Galkin stated that he supports the plan presented for US 64 as he takes the road each day, that the number of signals is too much and that the traffic is quite bad. He feels that highways should be designed to go quickly from one point to another and he is concerned that we are increasing the number of signals along the corridor. He feels that the developer of Beaver Creek should have done more than install a traffic signal to help traffic flow on US 64.





John Rigsbee – Mr. Rigsbee stated that he is opposed to the plan to convert US 64 to an expressway/freeway and feels that it is a waste of taxpayers. Mr. Rigsbee feels that NCDOT could better use their time working on projects that are truly needed.

Bruce Rosar – Mr. Rosar stated that he would like to attend the upcoming community meeting on the project.

Lorraine Shaleesh – Ms. Shaleesh stated that it seems like an unnecessary project, doesn't seem as if there is that much traffic to warrant it and is a waste of money that isn't readily available. She also stated that she does not think they need more development in the area.

Peter Bramley – Mr. Bramley stated that he hoped the project would be stopped soon and that it is a waste of taxpayers' money. He felt the money should go to NC 540 and to replace the railroad bridge over NC 55 in Apex.

Granville Spry – Mr. Spry stated that he applauded the project to make US 64 in Cary and Apex a signal free facility, that he reviewed the simulation and felt it was well thought out, and he felt that the sooner it happened, the better.

Barbara Walsh, Ernest Foernzler, Aaron Fleming, Matt Lauffer, Shavonne Maye, David Ross, Martha Compitello, Holly Neal, Michael Vorobiov, Maggie Demicco - Requested to be added to the mailing list.

Comments on Short-Term Solution

Keith Brooks - Mr. Brooks questioned what would be the need for traffic signals since you cannot turn left or go straight. He also felt all that the superstreet was doing was giving NCDOT employees work to do and that we should not spend our money on this.

Bob and Sharon Guenther – The Guenthers stated that the traffic issues with the exit from US 1 and Tryon Road are not addressed, but are simply dumped into the new traffic design. Further, they feel that large trucks will confound this design for the following reasons: require special u-turn turnouts that require additional time to clear the signal; that large trucks will delay traffic by filling the left and u-turn lanes; multi-lane turn areas increase delay with large trucks involved. They also stated that the short-term design requires 3 signals as opposed to one for a traditional intersection. The Guenthers also commented that concrete noise walls are needed for MacGregor area and that there is not much to like about the short-term plan, but that the long-term is much better.

Nancy Knight – Ms. Knight stated that the short-term solution seems to be a disruptive measure with marginal benefit toward solving the long-term problem and that it will be more of a hindrance to the community than the long-term plan. She also requested that the plan be made as friendly as possible by supporting pedestrian crossings at each intersection and providing for cyclists to participate in the smooth flow of traffic without having to share lanes with high speed vehicles.

Ron Bostick – Mr. Bostick would like the short-term solution to reduce the amount of high school traffic within Knollwood Estates.

Rebecca Allen – Ms. Allen stated that she was concerned about traffic flow for people turning into Shepherd's Vineyard and Knollwood and that she is not satisfied with the U-turn concept. She also feels that the short-term solution is not really promoting traffic flow any better than it is now.

Don McAlister – Mr. McAlister stated that the short-term solution at Lake Pine Drive and Laura Duncan Road needs to be slowed down, not fast tracked based on the following reasons: It tends to force more traffic onto US 64 instead of the through cross streets; It is much more difficult to go straight; may not be needed because neighborhoods aren't being built due to economic downturn; and that streets with center islands and 6-7 lane changes to go straight are not bicycle friendly.

Iiona Kusa – Ms. Kusa stated that the short-term solution will create exceedingly unsafe intersections, especially at Laura Duncan Road, and that without hefty fines and red light camera enforcement the vehicles will continue to go through red lights.

John Zweighaft – Mr. Zweighaft stated in general the long-term solution looks good but the short-term plan could create problems splitting the local community and reducing crossing safety. He also stated that the improvements should address community needs well as traffic flow along the corridor. Mr. Zweighaft stated that the pedestrian crossing at the west end of the Shepherds Vineyard and Lake Pine intersections should be supplemented with another crossing at Lake Pine similar to the one proposed for Laura Duncan. He is also concerned that the average wait and crossing time for traffic going straight across at Laura Duncan or Lake Pine will increase and it is not clear that the short term improvements are worth the likely cost. Mr. Zweighaft stated that perhaps the money would be better spent in preparation for the long term concept without disrupting cross traffic.

Ken Boggs – Mr. Boggs stated that the long-term plan cannot be afforded and the short-term plan is reasonable only if training for drivers is provided because drivers do not know the superstreet routine. He stated that the short-term plan should be implemented as a part of the economic recovery and wanted to know where the implementation of bicycle lanes was included.

Thomas Morris – Mr. Morris stated that the superstreet would add 1 mile to his commute; force him to merge and cross 2 lanes (twice each way) and add 2 traffic signals. He felt that the volume of traffic on US 64 does not justify this type of improvement.

Anthony Herr – Mr. Herr made a recommendation to implement the short-term solution at Laura Duncan Road.

Haddon Clark - Mr. Clark stated that he was representing the BP station near MacGregor and that from a business perspective he was against the superstreet concept. He stated that the BP station in Wilmington has had lower sales as a result of the superstreet there. He also said that he disliked the superstreet concept from a driver's perspective and felt that it causes more problems than it solves.

Kelly Keller – Ms. Keller stated that she was opposed to the short-term plan as it would be extremely inconvenient for her family's day top day activities which require left turns for access. She also stated that she has young drivers who she feels it would be dangerous for them to merge into traffic to make u-turn movements every time they leave the neighborhood.

Dawn Timko – Ms. Timko stated that the exit off of US 1 is still a nightmare and that the right-turn on red at the end of the ramp onto US 64 is a major safety concern. Ms. Timko also recommended that to fix the problem the signals should be coordinated with one another as they currently all turn green at the same time.

Prenav Desai – Mr. Desai stated that he is against the superstreet concept on US 64.

John Rigsbee – Mr. Rigsbee stated that he feels that it is fundamentally flawed to have drivers go right and make a u-turn as it wastes time, fuel and promotes air pollution and that he is tired of hearing that is all for safety.

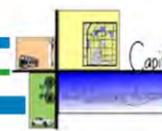
Esther Lumsdon – Ms. Lumsdon is concerned with the short-term alternative because she feels that the proposed plan will result in higher speeds which will result in more severe crashes. She was also concerned about u-turns for vehicles hauling boats and for bicyclists, especially at the u-turn bulbs.

Comments on the Long-Term Solution

Nita Dukes – Ms. Dukes stated that she was concerned that the overpasses and interchanges were for areas where they probably wouldn't be needed, and that the design seemed to be the same for rural areas as they were for heavily populated areas. She felt that it would cost a lot of money for long access roads and stated that large cities tend to do well with shorter access.

Frankie and Don Pendergraph – The Pendergraphs stated that they are concerned with both the short-term and long-term plans. They stated that the short-term will require them to drive almost 2 miles to make a left turn and that the long-term take properties from both properties they own, including there septic system that cannot be relocated and a garage with apartments. They are also concerned that the road will be very close to their house and inquired how the road will be allowed to cross the gas line due to the type of gas and depth of the line. They also would like to know when we will have better start dates for each solution.





Belinda Spears Hester – Ms. Hester is concerned that her parcel will become landlocked under the long-term solution and she would like to pursue developing it to its commercial zoning. Ms. Hester would like to be contacted about this.

Loevenia and Curtis Lee Goodwin – The Goodwins stated that they are not satisfied and don't want any changes. They stated that their biggest concern is their pond and their trees.

John R. Williams – Mr. Williams stated that his house would be landlocked under the long-term solution because his driveway is directly onto US 64. He requested that we consider providing access across the adjacent property.

Roger Dixon – Mr. Dixon stated that the frontage road and cul-de-sac on the north side of US 64 is in front of his driveway and that people cross his land to get to the Haw River. He felt the configuration needed to be changed so that his driveway did not become a parking lot.

David Marty – Mr. Marty inquired if noise abatement would be included in the plans.

Richard Horton – Mr. Horton stated that an interchange with an acceleration/deceleration lane should be included for the Seaforth/Parkers Creek Recreational Area intersection at Jordan Lake. Mr. Horton stated that due to safety concerns the interchange should be constructed and should be located slightly to the east of the current intersection. He also felt the interchange would allow for less torturous access roads to these areas of the park.

Bob Beaudreau – Mr. Beaudreau stated that he was representing the Kangaroo Convenience Store at the corner of NC 55 and Vision Drive and wanted to know how the project would affect access to and from the business.

Elizabeth McAndrew – Ms. McAndrew stated that she is opposed to the changes and does not see the cost/benefit. She stated that she travels US 64 every day and she does not see the need to change the structure of the road, as the traffic is heavy but the flow does not stop. She feels that in this economy we need to spend money on projects that are needs, not wants.

Margaret McIntosh – Ms. McIntosh stated the road flows well and with the state budget crisis the money could be much better spent. She feels that it should not be an interstate highway and that it should be left alone as it would make access to the business more difficult.

Teresa Messier – Ms. Messier stated that the entrance to the Abbington Subdivision would be greatly affected by the changes to US 64 causing traffic problems on Kelly Road. She felt that her neighborhood would become even more of a cut through and that residents will no longer be able to walk, jog, bike or roller blade through Abbington.

Pete Reckert – Mr. Reckert stated that he is very concerned that the project direction has changed tremendously over the past 6 months as he has been to the meetings and is astonished at the solutions that have put forth. He stated that he does not see the need for such a grandiose plan when NC 540 has not been completed yet.

Mike Rota – Mr. Rota stated that he is concerned as a resident of the Abbington subdivision that the expansion in western Apex is not needed as residential expansion has slowed in this area. He feels that more active efforts to reach out to the community are needed, especially if it involves changes to neighborhood streets that intersect US 64.

Carol Saccavino – Ms. Saccavino stated that she is opposed to the elevated expressway near the entrance to the Abbington community and is concerned about the negative impact to the property values. She stated that she does not see a lot of congestion in the area, nor does she see a need to link Raleigh and Charlotte with an expressway.

Kate Dunlap – Ms. Dunlap inquired how the plan would affect landowners, business owners and Jordan Lake as the primary water source for Chatham County.

Kathryn Kirkpatrick – Ms. Kirkpatrick stated that she is opposed to the expansion of US 64 and she uses US 64 because it is not an interstate. She feels that the existing US 64 is safer, easier to stop at restaurants, gas stations and stores with her children and is a more pleasant drive. She feels that NC 540

should be finished and US 64 should be maintained as it is for the sake of Apex, the lake community, motorcyclists, and the safety and well being of travelers who choose 64 over other interstates.

Comments on Expressway portion of Long-Term Solution for Cary/Apex Area

Representative Nelson Dollar – Rep. Dollar is the representative of the 36th District to the North Carolina House of Representatives and provided a letter along with a petition signed by 2100 citizens. Rep. Dollar stated that the long-term plan to construct an extended elevated expressway is wholly out of character for this area and will severely impact the quality of life for hundreds of families. He feels that the harm to the Cary and Apex communities will be irreparable and will cut apart the two communities. Rep. Dollar also feels that the short-term plan would place an undue burden on the community by ending the ability to freely cross over US 64 or take left hand turns at existing intersections. He was also concerned with impacts to tree lined beauty of the corridor of suburban highway the belies the connectedness and interdependence of the homes, business, school, shopping centers, parks and churches which thrive on the flow of neighbors moving north and south across the existing highway. Rep. Dollar also feels that the construction of NC 540, continued expansion of NC 55 and other regional transportation improvements must be allowed to relieve any traffic concerns on this stretch of US 64 before an action which will cut this vibrant community in half. Rep. Dollar reiterated that he shared the concerns expressed by the citizens signing the petition and trusted that there would be a re-evaluation of the options available for this project.

Gene Cocchi – Mr. Cocchi stated that as the representative for Hendrick Automotive Group, the setbacks for the long-term solution cause concerns due to encroachment on the dealerships.

Anthony Wiseman – Mr. Wiseman stated that having a six-lane highway within close proximity to Apex High School would be an unacceptable hazard.

Rick Chapman – Mr. Chapman had concerns with the speed for the short-term solution, stating that with less traffic signals a speed of 55 miles per hour is too fast, especially near the high school and in a somewhat residential area. He also suggested that allowing US 64 to be congested would make the NC 540 to US 1 route the quicker solution.

Donald Aurrichio – Mr. Aurrichio stated that he would like to formally state the objections with regard to the construction of an elevated expressway bordering MacGregor Downs and MacGregor West. He stated that he and his neighbors are terrified that the project will be implemented in its current form and that people simply did not regard the workshop as an opportunity to voice objections, but rather as an educational forum. He stated that if people had known that making their objections known at the workshop would have been influential, the Study Team would have heard plenty of them. He stated that many people do not even know that planning for this project is underway and that he will be contacting a few of his neighbors to see if they can work together to get the neighborhood better informed. He feels that this project will have a severe and deleterious impact on the quality of life in their neighborhood, not just in terms of noise and traffic, but also in terms of the beauty and desirability of our subdivisions. He feels that a pronounced and negative impact on property values will certainly result and dozens and dozens of homes will be directly and permanently impaired by their proximity to this monstrous project, resulting in a wide swath of homes that will be worth only a fraction of their otherwise expected property value. He also stated that Cary is known around the entire nation as one of the most desirable places to live and undertaking such a gargantuan and misplaced transportation project in the midst of one its best known residential areas will, no doubt, do much to undo Cary's reputation for promoting and respecting quality of life.

Donald Aurrichio – Mr. Aurrichio provided additional comments regarding the study following discussions and correspondence with Corridor Study Team Members including the following items. Mr. Aurrichio stated that the newsletters did not adequately communicate the magnitude of the long-term plans and how it would affect property owners. Mr. Aurrichio also requested documentation of the invitations to the public forums held as part of the Strategic Highway Corridor development including who was invited, how they were notified, when they were issued, what the invitations included and copies of the notifications. Mr. Aurrichio also requested the identity of the key stakeholders mentioned in regard to the Strategic Highway Corridor public forums and inquired if any of the homeowners/taxpayers were deemed key





stakeholders. Mr. Aurrichio stated that he did not agree that the current plan was context sensitive with 20-foot high concrete walls, 20 foot high sound barriers and 10 or 11 lanes of pavement. Mr. Aurrichio requested that NCDOT provide evidence of public outreach including what the communication was, what it said, when it was sent and to whom it was sent. Mr. Aurrichio stated that he had a different vision for US 64 than NCDOT and that his vision was that of raising his children in a quiet residential neighborhood. Mr. Aurrichio stated that he feels this study is a solution to a problem that does not exist, is a conduit for awarding \$99 million in construction contracts that is neither warranted based on foreseeable traffic patterns or remotely respectful of the residential character and pace of life in the area for which it is intended. He further stated that he is puzzled by the need for such a gargantuan project in one of Cary/Apex's most heavily populated corridor, especially when the corridor west of Laura Duncan road will remain essentially unchanged.

Diane Trew – Ms. Trew stated that it appeared that the entrances to the neighborhoods would be destroyed in order to help people from further out travel faster, creating suburban sprawl, which will ultimately make US 64 more congested. She stated that in Washington DC residents objected to neighborhoods being cut up to facilitate through traffic, and the destruction of the freeway in San Francisco opened up access to the beautiful ferry building and revitalized the city. She feels that the plan facilitates sprawl and ignores the needs and wishes of the neighborhoods.

Scott Saltsgaver – Mr. Saltsgaver stated that the plans appear to be well thought out; however he was not sure of the placement of some of the frontage roads, especially the frontage road between Lake Pine and US 1.

Lib McGowan - Ms. McGowan stated that she appreciated the clear presentation of the plan and the opportunity for public comment. She stated that she was mildly concerned that there may not be adequate room to store traffic wanting to leave Apex High School at lunch or during school dismissal times.

Don McAlister – Mr. McAlister felt that the long-term solution at Lake Pine is horrible and would push traffic to the overcrowded Laura Duncan Road and that the whole plan sacrificed neighborhood community and convenience to meet the need of builders.

Iiona Kusa – Ms. Kusa felt that the long-term solution would be a waste of money because NC 540 is so close and that there should be less of an impact on residential areas. She also stated that we should save or landscape and that we do not need another freeway.

Pat McCarthy – Mr. McCarthy had concerns with connectivity in the Cary/Apex Area, especially between the Kroger, the library and his church on Old Raleigh Road, which he states is a common route for people. He also stated that he is concerned with speed along the frontage roads and people using them to bypass the congestion on the through traffic lanes.

Don Smith – Mr. Smith stated that he was the General Manager of the MacGregor Downs Country Club, and that the club is opposed to the proposal because Edinburgh Drive is the main venue for members and guests to enter the club. Mr. Smith also stated that he felt the plan would negatively impact the manner in which members and guest arrive and leave the club.

Jim Scarborough – Mr. Scarborough stated that he generally liked the plan although he thought there was too much asphalt. Mr. Scarborough also recommended that exclusive u-turn lanes be provided at the overpasses along the elevated roadway.

Marge Patesch – Ms. Patesch stated that she strenuously opposes the plan and thinks that it is unnecessary because the current roadway adequately accommodates the traffic. She also stated that congestion at peak times is not a valid justification for a limited access elevated. Ms. Patesch also stated that the proposal would totally destroy the neighborhood environment currently existing with MacGregor Village and the community on both side of US 64. She stated that expanding every artery only draws more traffic and that the traffic should be guided to NC 540.

Pete Jaffe – Mr. Jaffe stated that he does not understand the need for the proposed project as he feels the roadway is never over utilized and is usually underutilized. He also stated that pushing such an

expensive project for a non-existent problem is not sound fiscal policy, especially in the current environment and that there were many other areas that need help much more than US 64.

Anthony Herr – Mr. Herr stated that he reviewed the video and the proposed design was an ambitious undertaking, but seemed to be well thought out. Mr. Herr stated that NCDOT should not be designing elevated highways because they are unacceptable from an environmental standpoint, unsightly, noisy and would be a negative impact to the overall appearance of the neighborhoods.

Michael Petrale – Mr. Petrale state that he unequivocally opposes this project and that he would like to see proof of flow and safety data that supports the need for this project.

Lynn Thomas – Ms. Thomas stated that she opposes the long-term solution and that the project would be a massive intrusion that would cause their Cary and Apex subdivisions to never be the same. She stated that she never would have moved into MacGregor West if there was an elevated highway. She also stated that US 64 should be 45 mph in Cary/Apex and that she has concerns with the increased speed especially for bicyclist and pedestrians in the area of Apex High School.

Cathy Burkey – Ms. Burkey stated that as a resident of MacGregor West she totally opposes the long-term solution and that she would have never purchased a home in a neighborhood if she'd known that a major highway would be so close. Ms. Burkey also stated that the traffic in the area is not that bad and that she hoped the Study Team would consider less intrusive and less costly alternatives.

Laura Stealey – Ms. Stealey stated that many residents of MacGregor West and MacGregor Down are nearing retirement and have their retirement funds tied up in their homes. She requested that the Study Team not let this project move forward.

Karen Taylor – Ms. Taylor stated that she is distressed concerning the plans for the long-term solution and feels that it will significantly impact their way of life in Cary. She stated that she does not understand the need for this "super highway" which she stated could evidently handle more traffic than I-40. She stated that she witnessed the decline of Houston neighborhoods due to the I-45 project, and that she expected her home to experience the same increase in crime and decrease in value if the project is implemented.

Nick Francis – Mr. Francis stated that he is vehemently opposed to the plans for US 64 as a superstreet. He felt that with the current economic situation and other higher priority project that this effort should not be considered. He felt the speed limit on US 64 should be lowered to 45 mph between US 1 and Laura Duncan Road. He said that based on the material he has seen the data does not justify this planning effort and that he and his neighbors will do what is necessary to stop this effort.

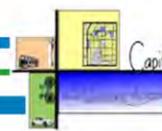
Charles Zubieta – Mr. Zubieta stated that his chief interest was what noise suppression facilities would be installed during the implementation of the short-term plan. He stated that his property backs onto the north side of US 64 near Gregson Drive and that traffic noise from US 64 has adversely affected the value of his property.

Barb Deal – Ms. Deal stated that she was against the expansion of US 64 and that the road is not ever really busy. She stated that she lived close by on Bordeaux Lane and it would make her life harder, not easier and would ruin their neighborhood. She also stated that the project should not sacrifice the long-term tax payer for promoting outlying growth areas.

C. Stephen and Judith Doan – Mr. and Ms. Doan stated that they are opposed to the construction of an elevated expressway bordering the MacGregor Downs Country Club and that the project should be stopped.

Kelly Keller – Ms. Keller stated that as a resident in MacGregor West she is opposed to the construction of an elevated expressway bordering her subdivision and that most of her neighbors were not aware of the plans for the corridor. She stated that the project would have a negative impact on the quality of life in her neighborhood and would negatively affect their property values. Ms. Keller also stated that US 64 does not need to become the main east/west roadway and that NCDOT should not direct traffic toward heavily populated areas.





Mike and Kim Carlton – Mr. and Ms. Carlton stated that they are concerned and upset about the proposed long-term plan for US 64 and any plan that impacts a residential neighborhood. They stated that NC 540 should be completed before any alternatives for US 64 are developed and that the expense of a 1 ½ mile project is a waste of tax payers' money and is absurd and irresponsible. The Carlton's stated that the project will negatively impact all commercial and residential properties along the corridor and that they have not spoken to a single person who is in favor of the proposed alternative.

Dawn Timko – Ms. Timko stated that as a resident of MacGregor West she strongly objects to the elevated expressway along US 64. She stated that it is unclear to her why this project is happening to begin with and that the current economic situation would not result in substantial growth along US 64 in the near future. She also stated that she has heard that US 64 will become a bypass of I-40 and that if this is the case, the roadway would need to come directly off of I-40 to be effective. She stated that she is not opposed to removing the traffic signals along US 64 and making all access right turn only with some U-turn lanes in the middle.

Dan Epstein, Leslie Epstein – Mr. and Ms. Epstein stated that they were opposed to the elevated highway proposal for US 64. They also stated that attendees of the workshop were not aware that they could voice opposition at the workshops. Mr. and Ms. Epstein stated that they were positive that sensible alternatives that are more in keeping with the preserving the surrounding area are possible and that they do not have to be such an extreme approach that has devastating consequences to the surrounding communities.

Dan Epstein – Mr. Epstein stated that he was surprised that such drastic changes were being proposed for both the long-term and short-term solutions. He stated that he drives US 64 every day and never experiences any delays and is interested how NCDOT reached the conclusion that such expensive and massive changes should be considered. Mr. Epstein inquired if any existing traffic counts had been collected and what methodology was used in determining that such expensive solutions need to be considered.

Abe Shocket – Mr. Shocket stated that he is deeply concerned with the proposal to build an elevated expressway next to MacGregor West and that he was amazed at the cost associated with the proposal. He wanted to record his strong no vote on this matter and stated that he has lived in cities with crazy traffic problems in both northern and southern California. Mr. Shocket stated that having US 1 dump into an elevated US 64 would put his neighborhood in the "armpit" of these super highways and would create a massive amount of noise, pollution and possibly more accidents. He stated that this seems to be a request for people to move further and further out of Cary and completely ignores that purpose of NC 540 and that he does not understand why you would penalize people who live close in by trapping them with the road and reducing their property values.

Kathryn McCarthy – Ms. McCarthy stated that she is vehemently opposed to this project, feels blindsided by this and stated that she was concerned with how fast the project was coming.

Laura Cobb – Ms. Cobb stated that she is completely opposed to the project and that it ruins a perfectly good arterial route that serves its local traffic well. She stated that the project would adversely affect property values and business income in the neighborhoods it traverses and hopes that its scope can be minimized in presentation to the public. She also stated that none of the HOA officers in several subdivisions were even aware of this project and that the Corridor Study Team should consider other, less intrusive options and rework the proposal.

David Howard – Mr. Howard wanted to state that he was opposed to the proposal to transform US 64 onto an elevated expressway. He believes it will have a negative impact on the whole residential area and that such a major highway doesn't seem necessary now or in the future. Mr. Howard requested that we keep Cary accessible, attractive and charming as he loves living in Cary, but does not want to live next to a huge concrete highway.

William and Laurie Marston – Mr. and Ms. Marston stated that as homeowners in MacGregor West for 15 years they strongly object to the possibility of a major expansion and elevation of US 64 in Cary. They stated that there are rarely any traffic problems and that if approved, the expansion would have a profound negative impact on their neighborhood and numerous surrounding neighborhoods, which were

designed and planned as residential developments with no provision for the eventual placement of an elevated major highway through the area. They also feel that it provides little benefit to the many traffic issues that face Cary and Apex while negatively impacting numerous neighborhoods in a profound way.

William and Barbara Vaughn – Mr. and Dr. Vaughn stated that they would like to express their objection to the long-term plan. The Vaughn's stated that until recently it was not clear that the proposal included an elevated expressway near the entrance to Chalon Drive and that information was either not provided, unintentionally vague, or possibly intentionally misleading; all of which are unacceptable. They stated that as natives to the area they have seen the growth; however the scope of the proposed changes appear to be targeted more toward travel from outside the area than from the residents in the area. Therefore the Vaughn's feel that the changes should not implemented at the expense of the local established neighborhoods to provide transportation routes to undefined, undocumented travel from unspecified sources and locations. Mr. and Dr. Vaughn stated that if NCDOT wants to produce a 30-year plan the only item that should be included at this time is to study the impact of NC 540 by some specific date, to be determined in the future when experiential data is available. They also stated that it is most disturbing that NCDOT has determined as a foregone conclusion that this project will proceed irrespective of any input or objection and that they aware that at least one NCDOT official may have even verbalized that this project would be pushed through, irrespective of local objection. Mr. and Dr. Vaughn are also concerned that the prevailing attitude by NCDOT is "So what? This project has a 30-year time horizon and there are no funds available for it, and it's subject to change over time, anyway". They feel that in its present form the impact on property values will be immediate, not in 30 years as the current real estate law require that homeowners disclose even "30 year, unfunded, subject to change" plans and that failure to acknowledge or recognize this fact on the part of NCDOT is both callous and irresponsible towards affected parties. The Vaughn's feel that the proposed changes are ill-conceived, overwhelmingly inappropriate in response to an undocumented need or demand and most certainly should be challenged in every way. They feel that the Towns of Cary and Apex should not support the plan for the portion from NC 540 to US 1 until a future study of the impact of NC 540 is completed and that all references to the need to establish a separate expressway should no longer be mentioned in any planning document by NCDOT, until after an appropriate study is conducted relating to the impact and use of NC 540, after it has become operational and sufficient quantifiable data has been collected and thoroughly researched. Dr. Vaughn also stated that she feels the study does not adequately address the impacts to numerous watersheds, such as the Haw River watershed, the Neuse River watershed and possibly other and that from an environmental standpoint she does not believe this project could go forward. She stated that no one seems to be in favor of the project and that it is a waste of tax dollars and the study should not be approved in anything close to its current form. Dr. Vaughn also stated that she is opposed to this incomplete and inappropriate plan. Dr. Vaughn also inquired how Phase 1 of the US 64 Corridor Study was approved when a majority of the stakeholders were not in favor of the most expensive alternative that was concluded to be the best approach. Dr. Vaughn also inquired if a file was being kept for all of the comments so that the Study Team can address the specific comments and questions. Dr. Vaughn in a subsequent comment requested that NCDOT study the viability of utilizing NC 540 and suggested that it would satisfy the east/west signal free facility. She also requested to know exactly how and when this study would be completed. Dr. Vaughn also provided comments on the Draft Implementation Plan including recommending that the title be changed only to "US 64 Corridor Study Phase IIA" and that that the plan would provide a new draft time line that will include a list of all the various issues, like Environmental Protection, and individual projects, that will need to be further evaluated before implementing any specific project. She also felt the plan should recognize that this is a continuing process and additional modifications can and will be made over time, as experiences are evaluated. Dr. Vaughn also provided a list of suggestions for how NCDOT could involve the communities as they develop a statewide corridor system.

Russell Dalton – Mr. Dalton stated that as a resident of Cary, frequent driver of the US 64 Corridor and participating member of the US 64 study team urged the Town of Cary to consider the benefits of the proposed long-term solution. Mr. Dalton stated that he understood the concerns of abutting property owners but desired to offer his own perspective on the study. He stated that NCDOT has involved many stakeholders, including the Town of Cary and Town of Apex staff and that ample information has been





provided to residents, including newsletters, workshops and detailed video visualizations. Mr. Dalton stated that he would like the Town of Cary to be assured that NCDOT has heard and considered the concerns of the public and stakeholders. He feels that this concept provides a good long-term plan given more detailed design and funding over the next 20-30 years. Mr. Dalton stated he does not know which ones of us will be residents in 30 years but that the community will still be here along with tens of thousands of cars per day on US 64, and that if US 64 becomes severely congested due to neglect and a "wait and see" attitude those cars will begin to use local roadways that are less able to handle the traffic. He stated that with a long-term plan for US 64 equipped to handle the traffic; other areas of the state will enjoy the use of our limited tax dollars for roadway improvements. Mr. Dalton also stated that he would expect that significant changes to the corridor would be of concern to property owners; however, NCDOT has decided to study this corridor in order to provide a plan for the future that maintains mobility on a US route while maintain access to adjacent land uses, including both a short-term and long-term solution. Mr. Dalton stated that this is a US Route and a Strategic Highway Corridor and mobility along these routes is critical to the providing for safe and efficient transportation for everyone, including residents, regional commuters, service vehicles, long haul trucks and emergency services. He feels that mobility on these corridors is essential for health and wealth of their community and there are only so many options to maintain the mobility on US 64 as traffic continues to grow. Mr. Dalton stated that anyone who drives US 64 knows how traffic and congestion have continued to worsen over the years and that at-grade traffic signals can only work for so long. He would love to keep the road as it currently is, but states that the fact is that Cary and Apex are growing and the flow in and out of the communities is growing. Mr. Dalton encouraged people to drive Capital Boulevard during peak hours to see how a US facility grows in response to traffic without an efficient long-term plan, including long wait times, long queues of cars and dangerous turning movements across wide intersections. Mr. Dalton feels that the long-term solution is a compact and environmentally friendly solution that minimizes impacts to adjacent land uses. He notes that although it elevates the highway it provides benefits, such as maintaining access to adjacent uses without having them conflict with the US 64 through traffic and that the alternative to the elevated solution would likely be to completely cut off access to and from businesses and residents which would cause them to drive further and would impair emergency access to these areas. Mr. Dalton fears that if congestion on US 64 gets bad enough that elimination of access will be the likely solution unless a solution is developed. Mr. Dalton states that this is not a sprawling urban facility, but is something that must fit within a tight footprint to serve the adjacent land uses while protecting cross traffic from longer commutes both within and beyond his community. Mr. Dalton also challenges those opposed to the plan to develop a solution that balances the needs of all users, to provide access, mobility and scale that fits within the corridor as the recommended long-term solution does.

Donald Aurrichio, Donna and Tony Ryzinski, Gina Wilcox - Received 3 comments that included the following letter:

Respectfully, we ask that you abandon any plan to construct an elevated highway adjacent to MacGregor West and MacGregor Downs in Cary.

We understand that the transportation needs of a growing state must be met. But this project will have a deleterious and irreversible impact on the lives of thousands of residents whose homes and lives have occupied this corridor for decades -- both financially and in terms of the quality of life that this area of Cary/Apex is so well known for.

We believe that \$99 million dollars is an obscene amount of money to move a minor congestion problem a mere 1/2 mile to the west.

It should also be pointed out that this \$99 million dollar elevated expressway will end within a mere mile or so of where 540 will traverse US 64, slightly east of Kelly Road in Apex.

Therefore, it seems to us that a completed 540 will render the construction of this 1/2 mile elevated highway UNNECESSARY: 540 ITSELF will provide westward access via US 64 within a mile or so of Lake Pine Drive. So why even contemplate ANOTHER major construction project to address a need that will be largely served by a roadway ALREADY under construction?

We believe US 64 could be improved in a manner which is contextually consistent with the residential nature of its environs. We believe that \$99 million could be better spent on some of the state's OTHER

transportation needs. WE believe there are readily available alternatives which provide North Carolina with the East/West intrastate traffic corridor it seeks which do not inflict serious economic and aesthetic harm on well established, densely populated areas.

There are many sparsely populated areas within a few miles of US1/US64 junction which could provide a much less intrusive passage for an east/west traffic corridor. We implore the DOT conduct intrastate traffic AWAY from established, populated areas.

Donald Aurrichio, Paul and Elna Benbow, C. Stephen and Judith Doan, Steve Gilmore, Janice Layne, Laura Stealey, Susan and Joe Cipollini, Chris Medsker - Received 8 comments that included the following letter:

I am writing to formally state the objections I raised with regard to the construction of an elevated expressway bordering MacGregor Downs and MacGregor West.

You mentioned that you were surprised to encounter so little stern opposition to the expressway in the workshops you have conducted thus far. But I can assure you that I and my neighbors are terrified that the project will be implemented in its current form. I can also assure you that people simply did not regard the workshop as an opportunity to voice objections, but rather as an educational forum. If people had known that making their objections known at the workshop would have been influential, you would have heard plenty of them.

It is also true that many people do not even know that planning for this project is underway. I will be contacting a few of my neighbors to see if we can work together to get the neighborhood better informed.

This project will have a severe and deleterious impact on the quality of life in our neighborhood, not just in terms of noise and traffic, but also in terms of the beauty and desirability of our subdivisions. A pronounced and negative impact on property values will certainly result. Worse, dozens and dozens of homes will be directly and permanently impaired by their proximity to this monstrous project, resulting in a wide swath of homes that will be worth only a fraction of their otherwise expected property value.

US 64 does NOT need to become the main conduit for east/west traffic between Raleigh and Pittsboro and beyond. I believe the goal of the DOT should be to divert through traffic AWAY for heavily populated, residential areas in Cary and Apex – not provide a magnet for it. With 540 under construction, alternatives are already available to channel this increasing volume of east/west traffic. US 64 should remain a kind of main boulevard for local area traffic. Already a very attractive thoroughfare, it can be improved and upgraded in a manner in keeping with the residential character of the area. Certainly, this could be done for a lot less than the \$100 million dollars the elevated expressway is expected to cost (very probably one of the most expensive 1-mile stretches of roadway ever constructed in our state!) And surely there are other alternatives for channeling regional and statewide east/west traffic that would cost far, far less.

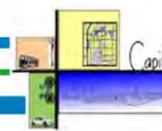
Cary is known around the entire nation as one of the most desirable places to live. Undertaking such a gargantuan and misplaced transportation project in the midst of one its best known residential areas will, no doubt, do much to undo Cary's reputation for promoting and respecting quality of life.

Don and Kathryn Casper, Michael and Janet Fox, Lisa Grimes, Steve Grogan, James and Victoria Helms, Nancy and Dick Klein, Lenny and Kathy Lynch, Patti Malpass, Chris McCarthy, Dalia Mesa, Shankar Narayanaswamy & Sharmila Shankar, Pete and Terry Pegram, Donna and Tony Ryzinski, Michael and Nanette Sawaia, Angela Smelcer, Lynn Thomas, Idana and David Weiss, Gina Wilcox, JoEllen and Bill Wilkes, Gail and Steve Will, David and Kellie Wilson - Received 21 comments that included the following letter:

We are writing you to express our absolute opposition to the North Carolina Department of Transportation's "recommended" proposal for "improving" US 64 between US 1 and Lake Pine Drive, and to enlist your support in defeating it.

Under the DOT's plans, this stretch of roadway would become a 4-lane elevated expressway, with as many as 6 additional service roads and turning lanes -- a misplaced transportation monstrosity that would cost the tax-payers of North Carolina \$99,000,000.00 for a mere 1/2 mile of roadway -- most certainly one of





the most expensive road building projects in the history of our state ... IF it can even be completed on budget!

We oppose this project for the following reasons:

- 1) It is totally out of character with the predominantly residential character of this area.
- 2) It would deface an attractive roadway with 20-foot high cement walls, I-beam bridges, and underpasses.
- 3) It would serve as a magnet for statewide commercial traffic, thereby introducing more noise, more pollution, and more congestion into our neighborhoods.
- 4) It would compromise property values and the quality of life in our area, which includes well-established residential neighborhoods which have been here for decades.
- 5) There are more cost-effective and less intrusive ways to address the State's transportation needs -- ways which do not inflict hardship and economic loss on densely populated residential areas.

Why, we wonder, when so many of the State's legacy commercial boulevards have been bypassed with outlying, high-speed express lanes which leave the character of the original routes in tact, is such a massive, misbegotten engineering intrusion being visited upon the densely populated Cary/Apex 64 corridor? Surely, there are opportunities to create outlying bypasses somewhere along US 1, or 540, which would preserve US 64's main function an artery for local traffic.

Why, we wonder, is such a gargantuan project even being considered when 540 has not yet even been completed? 540 will certainly change traffic patterns in our region dramatically -- and, once completed, 540 may render this \$99,000,000.00 misappropriation of tax dollars totally UNNECESSARY! We think 540 should be completed before any other long-term regional transportation solutions are even considered, let alone "recommended".

With 540, or without it, there are other ways to address or State's growing transportation needs, ways which do not impose severe and irreversible consequences on long-standing and densely populated residential areas.

We believe great improvements can be made to the Cary/Apex 64 corridor which respect its residential character and its quality of life. We believe the Cary/Apex 64 Corridor can an exemplar of intelligent, context-sensitive development which enhances our area's reputation as a great place to live, rather than serve as a case study on how runaway development and ham-handed bureaucratic solutions destroyed it.

We ask that you stand with us in opposing this hideous and ridiculously expensive proposal. We ask that you use your influence and the power of your office to help us defeat it, and to preserve Cary's reputation as one of the best places to live in America.

Julie Bishop – Ms. Bishop stated that she is opposed to the US 64 conversion to an expressway and that it will adversely affect one of the largest urban parks in the area at Lake Pine. She stated that trails around the lake are used constantly and expanding US 64, particularly the elevated portions, will inject unacceptable noise levels in the area and that there is no way to put up noise barriers. Ms. Bishop states that there are many unique ecosystems within the park and that she has seen Bald Eagles on many occasions. She feels that the project will essentially cut off the neighborhoods from one another and that she is shocked that this is even being talked about. Ms. Bishop would like to hear about what alternatives have been evaluated and feels that an Environmental Impact Statement will be required if this moves forward. She would also like to be informed of any public hearings regarding the project.

Lair Block, Sheldon and Gloria Welstein, Cindee Campbell, Brenda Fraser, Carla Torrence, Krys Leszczynski, Mario Marisco, Michele Orff, Melissa Bentley – Received 9 comments from individuals that reside along US 64 in the Cary/Apex area that stated they were opposed to the project.

Wayne Clark – Mr. Clark stated that he is vehemently opposed to the plan to turn US 64 into an elevated expressway/superstreet and that he has been a resident of MacGregor West since moving here from California in 1994. He stated that while the traffic volume has increased somewhat over the past 15 years, by no means does the volume warrant such a dramatic alteration of the roadway and that this corridor plan appears to be a solution for a problem that does not exist. Mr. Clark is also very concerned what such

a drastic plan will do to home prices for all homeowners within a half mile of the proposed elevated expressway.

Jane and Jon Cook – Mr. and Mrs. Cook state that they each travel on US 64 most every day and neither of them see any need for changes to the road as it is already a 4 lane highway that moves along just fine, with occasional stops for a red light. The state that pleasing the few disgruntled commuters, car buyers, or whoever fancies a major highway, should not take precedence over preserving a relatively pleasant stretch of highway and creating in its place a visual nightmare of overpasses, exits and underpasses.

Candace Elder, Kimberly Labow – Ms. Elder and Ms. Labow stated that the need for the superstreet/elevated expressway, especially in this particular location, has not been demonstrated and that it is estimated that improvements made to the 19 mile roadway from Cary to Pittsboro will exceed \$406 million, which is just the first leg of the proposal to open a new interstate traffic corridor from Cary to Charlotte. They also questioned why NCDOT had started planning for another road before finishing NC 540, which may make this project unnecessary. Ms. Elder and Ms. Labow also inquired why we are planning anything else when NC 540 is out of money anyway. They are concerned that property values and quality of life will decline as soon as it is known that an expressway is coming and that the NCDOT did not make a substantial effort to reach citizens about this project. They also stated that the negative feedback that NC DOT received on this project has not yet been addressed.

Sonya Fox – Ms. Fox stated that she is very much opposed to the plan to change US 64 into a freeway and elevated expressway as she has lived in densely populated areas where this same concept resulted in neighborhoods, quality of life and property values being destroyed. She feels that the money would be better spent on a public transport system such as a railway and that most of the countries in Europe have preserved small towns like Apex and Cary by improving their already established public transportation or creating it on the outskirts of already populated areas.

Gray Ligon & Gerhard Gschwandtner – Stated that they are totally against the expansion of US 64 and that there is not enough congestion to support spending the amount of money it will cost to turn this route into a freeway. They are also concerned about the noise levels, especially because recently numerous trees have been cut down in the area of Lake Pine Road. They feel that the four-lane highway is sufficient for the level of traffic for at least the next ten years.

Sherrill Speers – Ms. Speers stated that she is a 15 year resident of MacGregor West and that she does not support the elevated expressway. She stated that elevated expressways without exception become public eyesores that are expensive to build and even more expensive to maintain. She feels that the maintenance is not properly kept up with and becomes unsightly. Ms. Speers also feels that we need to spend money on public transportation rather than building more roads and that Americans need to stop being so selfish and realize that we can't continue to consume the amount of energy we have in the past. She also feels that with budget shortfalls the maintenance of secondary roads will suffer and that the streets in Cary and Apex are deteriorating at an accelerating rate. Ms. Speers is also concerned about noise and the effect it will have with the elevated section, especially if the trees that provide a buffer are cut down. She is also concerned about increase runoff and the rate at which growth is occurring in the area.

Brian Thompson – Mr. Thompson stated that an elevated expressway is unacceptable and will destroy many small businesses along the corridor just for a few motorists to travel faster. He feels that NC 540 should be completed first and then the traffic flow should be re-evaluated before spending \$406 million from Cary to Pittsboro.

Linda Wilkey – Ms. Wilkey stated that she is extremely opposed to making US 64 a mega highway as it would be detrimental to the neighborhoods along the densely populated area of Wake County and would negatively affect their lives along the route.

Lorraine Zilavy – Ms. Zilavy stated that she opposes the US 64 changes that are being proposed and that when she moved to MacGregor West in 1993 there were no designs for US 64 becoming a "Super Highway". She stated they never would have bought here if had thought that would happen and that changing US 64 into the proposed "Super Highway" plan would mean that air pollution and noise pollution





would increase in her neighborhood. She also stated that their property values would drop and driving out of our subdivision onto US 64 would become a more demanding task. Ms. Zilavy also stated that is nothing good to be gained for us living in MacGregor West by having the highway changed and much to be lost.

David Allen – Mr. Allen stated that he would like to express his dismay at the proposed project and state that he is completely against the expansion. He feels that the simulation is missing the vital element of the people and communities that will be impacted by the project. Mr. Allen stated that he moved to Apex because of its quiet small town atmosphere and the project is not needed because there is little to no traffic on US 64 currently. He questioned how NCDOT could justify building this project when the state was cutting teachers, education, police and firefighters. Mr. Allen also stated that the public was not adequately informed of the workshops and that it was not acceptable to hold the workshops during the Easter holiday when people were out of town. He also stated concerns related to noise, the close proximity of the project to adjacent properties, property values, business impacts, aesthetics and cost. Mr. Allen also inquired if NCDOT would compensate all the homeowners for the devaluation of their current homes.

Hugh Gelston – Mr. Gelston stated that the proposed US 64 project would destroy the fabric of one of the fastest growing Towns/Cities in North Carolina where Apex’s small town feel with big town amenities is an attraction. He feels it is shortsighted to turn US 64 into a freeway/expressway when I-40 is only 5 miles away and that the cost should be transferred to NC 540 so that it can be built without tolls.

Judy Hudgins – Ms. Hudgins stated that she lives on one side of US 64 while working on the other side and that she either walks or bikes to work, shopping, the library and her daughter’s school. She feels that the proposal does not consider the people who live, walk, ride bikes and go to school along the corridor and she is concerned about the children who walk in the area. Ms. Hudgins feels that if the project is built it will force people to utilize cars more.

Anne Raymer – Ms. Raymer would like to urge the Study Team to not widen or enlarge US 64 as the area in Cary and Apex is already populated and built up and is a lovely road with beautiful trees and many convenient shopping areas. She feels that widening the road would affect the quality of the area in a negative way and would decrease the value of homes in stable neighborhoods along the corridor. She feels that based on the current financial state of the budget that this not a necessary project.

Rebecca Risner – Ms. Risner stated that she is not in favor of the project and that the design is complete overkill for what is, and should remain, a primarily residential area. She stated that she was not aware of any public meeting, but that there was strong opposition to the project.

Debra Sumney – Ms. Sumney stated that she greatly opposed the plan to expand US 64 into and expressway and did not feel that such a large amount of money should be allocated to such a project when other services in the community are being cut. She is very concerned about the congestion noise and effect on her property values.

Alan White –Mr. White stated that he doesn’t understand the motivation for, and strongly opposes the proposed changes for US 64 as he feels the road is fine as it is and the change will substantial impacts on homes, businesses and schools. He is concerned that existing access will be reduced or eliminated and that the benefits seem minimal, especially for the cost. He feels this is wasteful spending and should be used for education, healthcare or to build NC 540 without tolls.

Elaine Kennedy – Ms. Kennedy stated that she is adamantly opposed to the US 64 project and that as a resident of MacGregor West she has three teenagers, two of whom attend Apex High School. She feels that the proposed changes will cause daily inconveniences for residents of the neighborhoods and will be dangerous for inexperienced drivers. Ms. Kennedy stated that US 64 is never congested.

Jefferson Kiser – Mr. Kiser stated that he shares the concerns of other individuals along the corridor and believes that the area will grow over time but feels the plan is a bit grand. He states that the current and future traffic volumes do not support the plan, nor does the cost; especially given the current state of the economy. Mr. Kiser also feels that the project will harm property values and those businesses in the area

will suffer due to the displaced access. He also stated that he travels the US 64 route to Charlotte frequently and that it has plenty of capacity.

Karen Noreen – Ms. Noreen stated that this area of Cary and Apex is a real community that would be split up by the proposed project, that there is no need for a superhighway, the cost is not necessary and NC 540 is adequate of the size of the Apex Community.

Fred Staley – Mr. Staley stated the project would completely change the nature of this part of Cary and Apex and he did not see any reference to alternatives such as using the NC 540 corridor. Mr. Staley inquired if any other less expensive and less intrusive option could be offered to the citizens for consideration.

Tony and Donna Ryzinski – Mr. and Ms. Ryzinski stated that they object to the unnecessary and destructive plans for US 64 and that the negative impact to the immediate residents and surrounding community is awesome.

Glen Haase – Mr. Haase stated that he regularly drives US 64 and would like to state that he is opposed to the proposed freeway/expressway. He stated that he can appreciate the efficiency of removing some signals along the corridor; an expressway would create a mess of astronomic proportions and may be unnecessary once NC 540 is constructed.

Michael Hessel – Mr. Hessel requested more detail on TIP Project U-3101 and how it related to the US 64 Corridor Study and what would be planned for the US 1/64 interchange. He stated that he understood that US 64 was becoming more and more of a bottleneck in moving traffic out of neighborhoods which border US 64, but wanted to know what was being done to fix the problem near MacGregor Downs. He also stated that he wanted to know how this related to the vision to convert US 64 into a high volume east/west traffic corridor, taking pressure off of the I-85/I-40 corridor as the travel time to Charlotte will be reduced.

Robert Jenkins – Mr. Jenkins stated that the freeway design should only be considered west of the existing NC 55 bridge and that otherwise existing neighborhoods and businesses will be ruined.

Claudia Lipson – Ms. Lipson stated that as an Apex resident she travels US 64 quite often as is against a freeway/expressway in her hometown. She feels that the traffic it would create and the environmental impact would be significant. Ms. Lipson feels that the area is being changed forever negatively with all of the development and that they love it in Apex because of the quality of life and beauty. She feels that this project will ruin it for her children and everyone else’s.

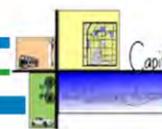
Dalia Mesa – Ms. Mesa stated that she opposes the project and is very concerned by the impact it would have on their community. Ms. Mesa feels the expressway will make it very difficult for residents to access schools, shops and the library and will create an enormous increase in pollution and noise. She also inquired if the residents along US 64 in Cary and Apex had been given any consideration and that bigger does not mean better.

Pat and William Price – Mr. and Ms. Price stated that they are totally against the US 64 expansion and felt that there are other alternatives for commuters from the Apex area. Stated that they moved from Northern Virginia, have had enough with super highways and that the money could be spent more wisely in other areas.

Joanne Randolph – Ms. Randolph stated that she is opposed to the US 64 expansion and feels that the 4-lane roadway is currently enough to support the traffic it carries. She stated that there were 8,000 people in Cary when the moved there in 1973 and that they recently moved to Apex which is growing rapidly, but feels that they don’t need a super highway running through the community.

JoAnne and Charles Yeganian – Mr. and Ms. Yeganian stated that as residents in MacGregor Downs they are vehemently opposed to the proposed project and that such an expensive proposal with no meaningful benefits should not be put forth in these troubling financial times. They feel that the NC 540 is supposed to accommodate the forecast increase in volumes and will divert traffic from their area. Mr. and Ms. Yeganian also stated that they were unaware of the prior meetings and requested that official notice be given for future meetings.





Timothy Hamill – Mr. Hamill stated that US 64 should not be expanded because the community impacted opposes it, the State can't afford to pay for it when it can't pay teachers, and that NC 540 will alleviate the need. He also recommended that the \$400 million be put toward NC 540 and that if needed a new route could be constructed between US 1 and US 64. Mr. Hamill also stated that future traffic projections can't be relied upon and that the increased traffic would exacerbate congestion on US 1 south of I-40. He is also opposed to U-turns for the short term solution and feels that an elevated highway would be unsightly, further stating that other cities are trying to get rid of them.

Regina Bahrman – Ms. Bahrman stated that US 64 should not become an expressway, that NC 540 should be completed first and then see if traffic decreases. She feels that while there is a lot of traffic during peak hours it is totally unnecessary to make it an expressway because part of the beauty of Apex is driving on regular city streets. Ms. Bahrman stated that as an aging citizen she will eventually not want to drive on the expressways and to have one in her backyard will not help.

Ben Henshaw – Mr. Henshaw stated that after reviewing the website that it appears as though US 64 could be left in its current form or slightly modified to accommodate continuing local traffic and NC 540 should handle the majority of the heavy through traffic. He feels that it is premature to be forcing traffic down US 64 with the new expressway plans without seeing how future NC 540 handles things and that building new roads that disrupt lives for years, and change the quality of life for thousands forever would seem to be an absolute "last resort" to him. Mr. Henshaw stated that he did not move his family to Cary to celebrate the impressive thru-traffic road system, but instead to take advantage of a family friendly town that put a premium on aesthetics (trees and parks and lack of signage), schools and homeowners and that he has no interest in seeing any corridors cutting their neighborhoods and communities in half. He stated that they have no interest in carrying the load for commerce between Wilmington ports, Raleigh and Charlotte and have no interest in marring one of the most beautiful and bucolic drives (US 64/ NC 49) we have left in this state. He stated they do not care to have the interests of a few shoved down their throats, and presented as a solution for the masses when this project would benefit a few greatly and the rest of the citizens of NC nominally.

Walter C. (full last name not provided) – Walter stated that he was greatly disheartened to see the plans for tuning US 64 into a freeway and he understood from prior mailings that not much would change east of NC 55. He disapproves of the project because it make dramatic changes to a long established area, that it doesn't relieve I-40 because of two-lane sections of US 64 to the west that must be upgraded first and that NC 540 fulfills the goals of the study. He also had questions on why this section was shown as the first priority and whether private entities were being served at the expense of taxpayers.

Ryan Glover- Mr. Glover requested that the Study Team no go through with the project because he believes it will be terrible for the Knollwood neighborhood.

Comments on Utilizing NC 540 as a Bypass to US 64

Kim Bell – Ms. Bell stated that she would prefer that NCDOT simply put money into completing NC 540, which would easily meet the US 64 Corridor Study Projects noted goals while retaining their community's quality of life. She noted that other roadways constructed in the Triangle bypass the existing communities and that there would be great resistance to the current option presented.

Anthony Herr – Mr. Herr made a recommendation to utilize US 1 and NC 540 to bypass US 64.

Anthony Wiseman – Mr. Wiseman stated that US 1 and NC 540 should be used as a bypass of the existing US 64 roadway, decreasing demand to local traffic only.

Donald Aurrichio – Mr. Aurrichio stated that US 64 does not need to become the main conduit for east/west traffic between Raleigh and Pittsboro and beyond and believes the goal of the NCDOT should be to divert through traffic away from heavily populated, residential areas in Cary and Apex – not provide a magnet for it. He feels that with NC 540 under construction, alternatives are already available to channel this increasing volume of east/west traffic and US 64 should remain a main boulevard for local area traffic. He feels that it is already a very attractive thoroughfare and can be improved and upgraded in a manner in keeping with the residential character of the area. He stated that this could be done for a lot less than the \$100 million the elevated expressway is expected to cost and surely there are other alternatives for channeling regional and statewide east/west traffic that would cost far, far less.

Colin McNair – Mr. McNair felt that US 1 and NC 540 could move through traffic off of US 64 and should be signed as the through route, leaving US 64 for internalized retail and neighborhood traffic where signalized intersection would remain adequate. He also stated that US 1/64 should be continued to the south and upgraded to the NC 540 interchange which would have no impediment to long range solutions and would be cheaper. Mr. McNair also suggested that the world has changed and that the proposed designs are way over the top, too expensive and unnecessary. He also stated that it was essential that the NCDOT and North Carolina Turnpike Authority need to mesh their plans such that the section of US 64 will not need to be upgraded.

Marge Patesch – Ms. Patesch stated that there is a plan in place to extend NC 540 that would make the improvements unnecessary.

Lynn Thomas –Ms. Thomas recommended that NC 540 should be completed first and then a review of the traffic flow on US 64 should occur as it was her opinion that US 64 was only congested some of the time.

Cathy Burkey – Ms. Burkey stated that she felt that utilizing US 1 and NC 540 to bypass this section would be a better option.

Kelly Keller – Ms. Keller stated that NC 540 should be used to carry the east/west traffic with US 64 becoming a main boulevard for local traffic.

Paul and Elna Benbow – Mr. and Ms. Benbow stated that US 64 should be routed along NC 540 as the US 64 Bypass and that they officially protest the planned changes.

Abe Shocket –Mr. Shocket feels that making NC 540 complete, fast and accessible will encourage people to travel that route as opposed to US 64 as when roads are restricted and speeds or slower people will find other ways around even if they are longer.

William and Laurie Marston – Mr. and Ms. Marston stated that the completion of NC 540 would provide an alternate route around their community.

William and Barbara Vaughn – Mr. and Ms. Vaughn stated that with NC 540 there will be no need for changes to the section in Cary.

Don Mertz – Mr. Mertz inquired why this project was being considered and felt that not enough information supporting the need had been presented. He also felt that it would make more sense to study this after NC 540 was completed and that a lot of money was at stake and there needs to be more information presented.

Dennis Zilavy – Mr. Zilavy stated that the project is major overkill to solve the congestion problem and a lesser solution is indicated, especially once NC 540 is completed.

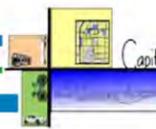
Autumne Bennett – Ms. Bennett stated that US 64 is a good road as it is and that it is not appropriate to divert traffic from I-85 to US 64. She also stated that US 64 should overlap with NC 540 to US 1 and that the existing US 64 should become US 64 Business, especially due to the proximity to the library, high school and businesses.

Dalia Mesa – Ms. Mesa stated that she feels that NC 540 should be completed and then evaluated as a bypass.

Comments on Bicycle and Pedestrian Elements of the Study

Steven Goodridge – Mr. Goodridge stated that the pedestrian accommodations at Edinburgh Drive and Lake Pine Drive are essential and should comply with the Manual of Uniform Traffic Control Devices (MUTCD) and the Americans with Disabilities Act (ADA). He also stated that crossing US 64 for bicyclists is important and that there should be convenient crossings at Farrington Road, NC 751, Laura Duncan, Lake Pine and Edinburgh including signal sensor loops that detect aluminum bicycle rims. Mr. Goodridge also requested that the project preserve east-west connectivity on US 64 from Regency Parkway to Apex, through the US 1 interchange. He would also like to recommend that the Jordan Lake area accommodate cyclists moving at 30 miles per hour in groups of 300+ cyclists and to ensure that all junctions are designed the same as for vehicular traffic an not as pedestrians.





William Hotle – Mr. Hotle requested that pedestrian access be provided to cross US 64, especially at Laura Duncan Road and Lake Pine Drive.

Nita Dukes – Ms. Dukes inquired if there will be bicycle and pedestrian paths included around the Cary/Apex area.

Denise Sturdy – Ms. Sturdy stated that she was a member of a bike club that utilized US 64 and was concerned that the superstreet concept would close down several of the existing routes they utilize. Ms. Sturdy also requested to meet with a member of the study team. In a follow-up e-mail Ms. Sturdy stated that the greatest concern would be cutting off access to Jordan Lake which would greatly increase the length of the route if they could not cross the lake along US 64.

Janyne Kizer – Ms. Kizer inquired what provisions were being made for bicyclists along the corridor as many cyclist use this section of US 64, especially from Apex to the Haw River. She feels it is important to address the needs of all traffic on this corridor.

Jeffrey Roussel – Mr. Roussel stated he that would like provisions for bicycling included in the planning for the US 64 Corridor as many cyclists use US 64, especially around the Jordan Lake area.

Kate Dunlap – Ms. Dunalp inquired about plans for bicycle transportation as a part of the study.

Comments on Environmental Effects of the Study

Evan Miller – Mr. Miller inquired where all of the additional run-off will go with the additional impervious surface, and that this is an opportunity to be more progressive in our approach to stormwater management. He also felt that additional thought needs to be put into bike lanes, bicycle routing and bicycle circulation with a progressive design approach, not the same retrofit thinking.

Randall Rhyne – Mr. Rhyne stated that he would like to see a noise study done and that the state took 1 acre of his land during the widening to four-lanes on US 64. He appreciated that his time and input was important to us and that anything that can be offered for noise mitigation would be appreciated.

Joseph Lundy Powers – Mr. Powers stated that he would like to see the impact studies such as air and noise pollution effects on homes along US 64.

Dalia Mesa – Ms. Mesa stated that she is concerned that the removal of trees will destroy the natural barrier that reduces pollution and noise and that walls are not adequate replacement for trees. Ms. Mesa inquired if an environmental impact analysis was conducted and that she was concerned of the effects that increased pollution will have on her daughter, who has mild asthma.

Comments on Eliminating Access Points and Median Opening for the Long-Term Solution

Michelle Barry – Ms. Barry stated that she would like the right-in/right-out at Thorn Hollow to be retained in the long-term solution, and that requiring their access to be at NC 55 will be too cumbersome. She also stated that extending Thorn Hollow to NC 55 will be a major expense as it will require crossing the creek. Ms. Barry would also like NCDOT to add a protected left turn phase to the signal at Green Level Church Road to facilitate u-turn movements.

Nancy Hatley – Ms. Hatley stated that she doesn't see a need for any changes to US 64 and that they have no problem crossing US 64 from Goodwin Road. She also stated that we don't need to be taking people's property for service roads and that the expressway portion across Jordan Lake will create a bottleneck and will cause more accidents than they now have crossing US 64.

Daniel Martin – Mr. Martin stated that immediate improvement is needed, especially because all traffic exiting the Castlewood Subdivision (Fern Valley Lane) is now forced to turn right onto US 64 where eastbound motorists are required to make a U-turn at the Green Level Church Road intersection. Mr. Martin stated that due to limited sight distance this is risky and requested that NCDOT add a protected left turn phase to the existing signal. Mr. Martin also requested that the Study Team re-evaluate the extension of Thorn Hollow Drive to NC 55, especially due to the cost, difficulty in construction due to the steeply sloped terrain and environmental impact of crossing a tributary to Beaver Creek.

Nellie M. Greer – Ms. Greer would like NCDOT to add a protected left turn phase to the signal at Green Level Church Road to facilitate u-turn movements.

Jeph Allen – Mr. Allen stated that Trackside South will house 1200 dwellings when completed and eliminating the access to US 64 would isolate approximately 700 of them with only one entry/exit point. Requested that NCDOT consider keeping the right-in/right-out or at least right-out onto eastbound US 64.

Eileen Shea – Ms. Shea stated that she lives in the Castlewood Subdivision and that the short-term solution eliminates the U-turn movement at Green Level Church Road. She would like for the U-turn movement to be preserved and stated that there needs to be more provisions for bicycle and mass transit in the plans. Ms. Shea also stated that the intersection with Shepherd's Vineyard was very dangerous with multiple cars stacking in the median and recommended that it be closed off.

Ken McAdams – Mr. McAdams stated that he lives in the Castlewood Subdivision and would be required to use the NC 55 interchange to make a U-turn once the median opening at Green Level Church Road is closed. He requests that the median remain open and include a protected left turn phase at the signal.

Comments on Mass Transit Alternatives

Ken Boggs – Mr. Boggs felt that an easement for light rail should be provided along the corridor

Mary Lucas – Ms. Lucas stated that she would like to see some new thinking that considers mass transit and bikeways as an integral part of the design and that now is the time to develop plans for alternatives to single passenger cars.

Tim Keim – Mr. Keim inquired if mass transit options were being considered for the corridor.

Kate Dunlap – Ms. Dunalp stated that as Chatham County resident she was concerned that the proposal did not include a complimentary plan for light rail transportation.

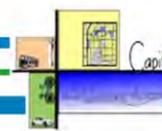
Comments on Land Use Assessment

Thomas Morris –Mr. Morris stated that the intersection at Mt. Gilead Church/North Pea Ridge Road included commercial development for the interim and long-term land use which implies high density and lighting in an environmentally sensitive area between the Lake and the Haw River.

Joseph Lundy Powers – Mr. Powers stated that he was also concerned that the land adjacent to his property was shown as commercial in the future and that he would prefer that the state buy him out as opposed to having to live next to a Wal-mart. He stated that the study had already had a negative impact on his property because many home along US 64 are trying to sell and cannot due to the speculation of what may or may not happen.

If you have questions or comments regarding this information, please contact David Wasserman, P.E., NCDOT, at (919) 715-1273 or Peter Trencansky, URS Project Manager (Consultant) at (919) 461-1332.





Community Workshop

MEMORANDUM

To: Community Meeting, July 16, 2009

From: Peter Trencansky, PE, PTOE
Project Engineer

Date: December 12, 2009

Subject: Summary Comments to Community Meeting
US 64 Corridor Study

A Community Meeting was held on July 16, 2009 from 6:30 – 9:00 PM at Green Hope High School in Cary. The public was provided the opportunity to listen to a presentation describing the section of US 64 in Wake County, and were encouraged to ask questions and provide comments. NCDOT staff and project team members were available to talk with participants during the entire meeting. All attendees received handouts, which included a “Top 10 Questions and Concerns” sheet, Study Fact Sheet, Frequently Asked Questions and Answers, and a Community Meeting Comment Form.

A total of approximately 250 participants attended the meeting. The US 64 Corridor Study Team received comment forms, e-mails, or letters regarding the project during the comment period (July 16-August 7) for the meeting from a total of 63 individual citizens or businesses. A summary of individuals who commented either in person or in writing is presented in the Summary of Comments.

An Executive Summary of the main issues concerning the project is as follows:

Executive Summary

General Comments

- Speed limit along US 64 is too high.
- US 64 is a local road and should be treated more like a street and less like a highway.
- Perception that there was not a need for the improvements
- That the proposed NC 540 Triangle Expressway and US 1 would provide a bypass of the area in Cary and Apex and US 64 wouldn't require the magnitude of changes proposed
- Some citizens requested extending the public comment collection period beyond July 31, 2009 and expand public awareness of the study and study process (include Chambers, neighborhood groups, etc.).
- Individuals asked to halt this project and wait until I-540 is completed to assess the US 64 needs.
- Many comments recognized the need for improvements but are not willing to accept road changes that cause undesirable quality of life in the community.
- Several suggested traffic signal synchronization to assist traffic flows.
- Individuals questioned the methods used to inform the public about the study and indicated more needs to be done to collaborate with surrounding communities about the planned improvements.
- Some citizens question how this project can get approved if the community is opposed to it.
- Some citizens question the data used and would like the studies be redone based on future and how the economy is now (reduction in businesses, etc.).
- A few citizens would like nothing done and just reduce the speed limit.

Comments on Superstreet/Short-term Solution

- The Superstreet would not be safe, especially with requiring u-turns and weaving across traffic.
- Aesthetics along the corridor would be negatively affected by the Superstreet.
- Speed limit along US 64 is too high.
- The Superstreet would not preserve the community along the corridor and would divide the communities on the north and south side of the highway.
- Connectivity across US 64 would be negatively affected, especially to Apex Community Park.
- The Superstreet would have negative effects on access to neighborhoods and businesses.
- The Superstreet would increase the response time for emergency access vehicles.
- The navigation of the Superstreet would be confusing and would not improve traffic flow for vehicles.
- The navigation of the Superstreet for bicyclists (especially advanced bicyclists) would be unsafe if they were required to make the u-turn movements with vehicular traffic.
- The Superstreet would have negative effects on traffic operations for the minor streets.
- The Superstreet would be unsafe for bicycle travel along US 64 due to the u-turn bulb-outs.
- The two-stage diagonal pedestrian crossing required at Superstreet intersections is unsafe.
- The Superstreet would have a negative affect on access to the library.
- The use of a Superstreet at Laura Duncan Road near Apex High School and the safety of students crossing US 64, having to wait in the median during the two-stage crossing.
- The Superstreet would have a negative effect on school bus safety.
- Numerous citizens are interested in reviewing the data that supports the traffic flows for the superstreet concept.
- Several comments were in support of the proposed improvements, specifically the superstreet concept, and encouraged moving forward.

Comments on Expressway/Long-term Solution

- Aesthetics along the corridor were negatively affected by the Long-term Solution
- That the Long-term Solution would create negative effects due to noise, especially for the residential areas
- That the Long-term Solution did not preserve the community along the corridor and would divide the communities on the north and south side of the highway
- That the Long-term Solution did not fit the scale and context of the corridor and that it created a “Berlin Wall” affect.
- Connectivity across US 64 was negatively affected, especially to Apex Community Park
- Perception that the Long-term Solution would have negative effects on access to neighborhoods and businesses
- Perception that the Long-term Solution would not be safe due to the traffic patterns and higher speeds
- That Long-term Solution would have a negative effect on access to the library
- That the Long-term solution did not provide adequate connections to greenways and pedestrian facilities
- That access to Jordan Lake would be negatively affected and that an expressway across Jordan Lake would create a bottleneck
- That the Long-term solution did not include enough consideration for mass transit
- Concern that the cost of implementing the Long-term solution was too high and not a good investment
- Concern that the Long-term solution does not allow for safe bicycle travel along US 64 or for bicyclists crossing US 64
- Concerns that the Long-term solution would not adequately address pedestrians crossing US 64
- Perception that an interchange at Laura Duncan Road would compromise the safety of students crossing US 64 from Apex High School
- Perception that the Long-term solution was confusing and would be difficult for young drivers to understand
- Concern that the Long-term Solution would not be safe for school buses
- Concern that the Long-term Solution would reduce property values in the area





Summary of Comments

The following individuals commented either in person or in writing from the July 16 Community Meeting:

General Comments about Project, Traffic, Associated Costs and Community Impacts

Mayor Keith Weatherly (Town of Apex) – Mr. Weatherly had many concerns about the proposed project while recognizing that improvements need to be made, but is strongly opposed to changes that affect quality of life in our community. He supports full control access only west of I-540. East of I-540, however, only has partial control of access to homes and business and he does not want changes to the road that cause undesirable quality of life. He has five major concerns:

1. Cost – Tens of millions of dollars for the short-term plan and hundreds of millions for the long-term. That amount of money is not available for the short- or long- term plans and he doesn't want that money to be drawn from other immediate transportation needs.
2. Significant changes to width or height of the road, which will create a physical barrier between towns and neighborhoods.
3. Changes to traffic patterns will confuse drivers and present a problem accessing businesses. The needs of businesses must be considered and businesses must be involved in the planning of this project.
4. This project encourages increased speed and higher traffic-noise.
5. Full funding is already in place for I-540 and he wants that as the bypass.

Representative Nelson Dollar – Rep. Nelson emphasized one thing that needs to be remembered, that is that we're talking about a neighborhood. He does not think there is an appreciation of the connectedness of north and south US 64. There are homes, business, churches, parks, shopping/hotels, etc. that make the connection of north and south US 64 successful. This section is part of the reason why Cary and Apex continue to be one of most desirable places to live. He is also concerned that the long-range plan creates a Berlin wall between north and south US 64 between Cary and Apex, which is unworkable. One thing that's driving the broader traffic picture is the eventual four-laning of NC 49 and section of US 64 between Lexington and Asheboro, off of I-85 into US 64 into the Triangle. He feels a broader look at an alternative is necessary, such as, having NC 24/27 as an option to bring traffic from Charlotte that won't drive a huge and almost interstate quality right between neighborhoods. He also feels the short-term plans need to be worked out in conjunction with the neighborhoods especially with Cary and Apex. He feels that before the project moves forward there needs to be full backing from these communities. Lastly, the Superstreet concept for this project is not like Leland - it's different because the development and superstreet came simultaneously. An incremental approach should be thought through first as opposed to putting a whole bunch of these intersections in, blocking the north and south flow of traffic.

Representative Ty Harrell – Rep. Harrell has two concerns: First, as a member of house/transportation committee, the overarching costs of the project and where the dollars are going to come from to pay for this. We're already in a hole as it is and we don't have funds now, but when we do have funds, where will the funds be going? They need to be going to areas with the greatest needs. Second, is the safety issues and emergency accessibility with the plans. It was said that left hand turns at certain locations will cause a slight nominal difference, but that difference could mean precious outcomes. He is concerned that cutting off suggestions on July 31st will not get the most feedback possible, therefore, he suggested to extend input after July 31st.

Lynn Thomas – Ms. Thomas doesn't think there's a big difference of 3 miles to go to I-540 so please consider that. She also feels the speed limit should be decreased, not increased.

Jay Seal – Mr. Seal lives off a busy area on NC 55 with vehicles pulling out in traffic that seem like they are playing chicken. He feels building something like this brings more vehicles and will impact the total area. He feels strongly that NC 55 needs fixing and suggests not building things too close to the road.

Rebecca Duncan – Ms. Duncan questions the u-turn lanes backing up. She would like to see quantitative data as it appears a u-turn takes longer to do than a left turn. Show us the data/animations that support the traffic models. She is also concerned with how to decide what matters when it is known that some businesses will be adversely affected. She understands there will be growth but people that have built it up from the beginning should not sacrifice quality of life to new-comers.

Mike Davis – Mr. Davis stated that he is an adversely affected business owner according to the bullet point. He would like a detailed study showing the property value adjacent to the type of intersection that will be put in. His parents in Georgia live near a superstreet and a lot of businesses have closed and property values have declined. He'd like to see numbers on what happens around the superstreets. He is also concerned about this intersection at the library and that kids swim in the pool behind this library. He would like to see a better solution than sending people over and around the roads and sees no need for creating a superstreet. He would also want better pedestrian flow and better traffic flow to businesses.

Jeff Brickley – Mr. Brickley is concerned about the increase in right hand turns and enabling right hand turns on red. He feels strongly that too much emphasis is being placed on engineering and intersections and not considering our community when the study team thinks about designs. He encourages more transparent workshops with neighborhood involvement to create good ideas.

Roy Bookard – Mr. Bookard feels the animation shown at the workshop works fine but what is missing is the improvements necessary to the side streets to get to US 64.

Lita who resides in McGregor West – Ms. Lita feels the study is flawed for several reasons: examples showed don't compare to Cary and Apex; we aren't the city of Raleigh, not Glenwood, Capital Boulevard or Chapel Hill. She is familiar with the superstreet in Chapel Hill and it's not near a neighborhood. There was never any way to get from one side to the other, so it's no comparison. Also, all statistics are based on previous years. She further states the numbers are decreasing while a number of major businesses have gone out of business and there is much less traffic on the road then there has been. She feels these studies should be redone and based on the future and how economy looks right now.

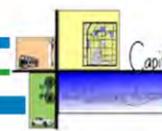
Paul Benbow – Mr. Benbow is concerned that DOT sees this as a strategic corridor and not a community and neighborhood. He asked if I-540 were not a toll road would they have a bypass for US 64. He also suggests nothing be done and just change the speed limit to 45.

Cameron Sweeney – Mr. Sweeney encourages the study team to reconsider bike and pedestrian's overall transportation plans. Cary has an extensive greenway, and he saw in the long-range plan there's a possibility for a grade separated crossing. He also felt that a greenway is not multi-use path and that the greenway along NC55 is alarming with all the vehicles flying by you. He feels the greenway should include access to various destinations (retail, park etc.).

Barbara Vaughn – Ms. Vaughn recommends waiting until I-540 is complete and then evaluate US 64 traffic before planning for a short- or long-term plan. She further suggests planning for an overpass where the high school is for pedestrians and then plan for new traffic lights (she saw on a website has brand new lights that you can monitor cost \$2000 each).

Nolan Rudd – Mr. Rudd enjoys the increased shopping in this area and he feels it is unreasonable for anyone to expect to travel this distance without stopping for traffic lights a few times. He also questions the justification for through traffic and how do the wishes for a few thousand to the west of NC 55 outweigh the wishes of many thousand who live between NC 55 and US1. He feels the restrictions on no left turns or cross streets would greatly make a negative impact on his daily travels (their daily travels would add up to many more trips than the morning and evening trips of through cars). He feels growth patterns often change once long range plans are approved. He suggests if it is important to create additional routes to Charlotte why has US 64 not been four lanes from Asheboro to I-85. If a need for a four lane highway to Charlotte can be justified then he thinks the route of US 1 through Sanford and then on US 24/27 through Albermarle would be a much easier route to go without impacting as many cities with excessive traffic. This would also deliver traffic to an area of Charlotte less congested than NC49. He would prefer the adding of another lane to the existing system which would allow local residents to continue to utilize and enjoy their local amenities as they do now.





Steve Goslen – Mr. Goslen is interested in the data that shows the impact to the flow of traffic crossing or turning left on US64 as well as at Erwin and Europa Drives. He is concerned as most citizens are still scratching their heads on how going right to take a left will be any faster. You sit at a red light to turn right, then sit at another light to make the U-turn, and then you may also get stuck at the red light back at the original intersection - 3 red lights instead of 1 (hence the need for the data on the access streets and NOT the throughput on US 64). He also suggests that NCDOT present pros and cons of each alternative for the public to understand better and welcomes a technical session to educate the public. He feels this knowledge transfer will help the folks on save64.org understand the various road designs and how they may impact the community. Perhaps a combination of interchange/intersection designs would work along this stretch of road instead of just a single solution for all. Additionally, he is concerned with the numerous buses at Apex High and how this may impact the U-turns with superstreets – will the numerous buses impact the ‘fast’ lane of US 64.

Scott Reynolds – Mr. Reynolds understands the community concerns as he works for Progress Energy in Cary and has responsibilities that include new line construction. He knows with new or expanded roads, no one wants a new power line built in their community. What people sometimes forget is that the reasons each individual moved here is why the masses moved here and when the masses move here new roads and power lines are needed. He suggests explaining to the public the criteria used for installing noise walls, compare the current green light time for Hwy 64 traffic versus green light times for the superstreet, consider pedestrian tunnels versus bridges, consider having the US 64 portion on grade and the crossings above grade, complete NC 540 to force the traffic to use it, and review additional Right of Way requirements.

Linda McCarley – Ms. McCarley is a member of the citizen’s group WakeUP Wake County (www.wakeupwakecounty.com), which is concerned with planning for growth, public funding for infrastructure, and preserving our quality of life as we grow. She wants to make sure her comments DO NOT officially reflect the views of her group. She appreciated the challenges of rapid growth and favors this project, however, but future planning for all interstates, expressways, etc. should include express carpool/bus lanes and circulator buses within RTP, which will make driving less attractive to commuters. This would be paired with park and ride locations for those from less dense suburban areas of the county and increase the lanes to 6 or a special bus/carpool lane which would be one way during the morning rush hour and switch directions during the evening rush hour. Additionally, she echoes the need for future planning to include pedestrian friendly access (such as the Carmel, Indiana overpass), bike lanes, alternative bike trails, and coordinating access with existing and planned greenways. She asked if DOT has studied adding Park and Ride sites and carpool/bus lanes to its projects and is there a mechanism existing for DOT to collaborate with counties and municipalities in coordinating transportation projects with zoning for denser, mixed use building projects?

Michelle Rose – Ms. Rose suggests involving the Chambers and neighborhood groups etc. as active participants from the very beginning of formulating a study group. She would like to see the Impact studies for US 64 to be placed on hold to see the effect of NC 540 opening but does support the renaming of US 64 to Business 64 and lowering the speed limit and rerouting traffic to US 1 and NC 540. She also thinks the Laura Duncan intersections needs immediate attention since the volume of traffic that the high school generates and possibly build a pedestrian bridge. She wishes she knew what other solutions the study group looked at before settling on the superstreet idea. She also feels the example of the below grade intersection holds promise.

Amy Bergner Myers – Ms. Myers commutes to work on US 64 from Pittsboro to Cary and the number of cars on the road during rush hour at a speed limit of 55 mph makes the current road configuration treacherous. She feels that US 64 should be upgraded to plan for current and future growth.

Roger Honbarrier – Mr. Honbarrier believes the proposed short term plan will have little impact except for the headaches of construction on the "superstreet" at various intersections such as Laura Duncan Road. He is concerned about the long term plan having a devastating impact to his business. He shared why he purchased the property in 1984 with the "value" of address recognition on Highway 64 and visibility of signage and convenient access from Highway 64. He has seen his address change without his consent to "900 Windy Road" and now DOT might close this access in the long range plan and get access

from some "unknown" location. He is concerned as this would devastate his business since over 40 percent of his customers are small businesses that need convenient access and is part of the reason for his original purchase.

Howard Resnick – Mr. Resnick does not agree with the comparisons with the stretch of road from the US1/US64 exit through the Cary/Apex area with Glenwood Avenue and Capital Boulevard in Raleigh and the Europa intersection in Chapel Hill. There is no comparison now, nor does the outlook for the future predict anything like that. He also disagrees that the only other choice is "do nothing." He feels that highway US 64 continue with US 1 South to connect with NC 540 is an alternate solution that would save DOT a great deal of money by using the existing highway to bypass a community street.

Mike Callous – Mr. Callous states that getting across US 64 during rush hour is a nightmare. He is concerned if they can't make left turns at Lake Pine, do they start making turns at the church and Kroger and back up traffic there and cause congestion? He wants to know if that issue be addressed soon? His main concern is the 35-year plan. He would recommend widening to three lanes rather than add an overpass that is ugly and raises traffic and noise into area. Inquired what is the cost saving of just making one more lane? He wants roads paved, not overpasses requiring more maintenance.

Concerns on Safety Issues

Deborah Sumner – Ms. Sumner is concerned with the safety of students at the Laura Duncan Road intersection and states that kids are going off campus during their lunch hour, and crossing US 64 and 2 bus widths in the median will make them like sitting ducks in the middle of island. It worries her that inexperienced drivers will be dealing with roundabouts. Ms. Sumner is also concerned about her property value and noise is already a problem and it has increased over the years.

Wayne Clark – Mr. Clark is an avid cyclist and feels the real bicycling issue with the superstreet design is that it forces cyclists to ride on US-64 in order to cross into Apex. There are numerous individual cyclists as well as large group rides that cross US-64 at two main points: (1) Chalon Dr. / Mackenan Dr. at MacGregor West and (2) Edinburgh Dr. at MacGregor Downs. He also shared he cannot consider making the bicyclist become a pedestrian in order to cross US-64 a viable solution either. Serious cyclists are extremely disdainful of this kind of maneuver.

Rebecca Duncan – Ms. Duncan is concerned with the safety issues for the proposed median around Apex High. She is worried about walking students safety and asks the project team to get to know the dynamics of the community when designing changes to roadways. She also suggests that not only residents living within 1000 feet of a change be notified but extend it to include anyone living in a neighborhood whose main arteries are included in that range. She is very concerned about the MacGregor neighborhood potential rush hour bottleneck at that u-turn – it appears only five or six cars can fit at the u-turn; those turning right out of the MacGregor neighborhoods will have few to no chances to turn right on red to reach shopping and offices and the library to the west. She feels it would seem logical to wait until NC 540 is built, or at least to coordinate these plans with similar models and projections prepared by the designers of that road, before proceeding.

Pauline Williams – Ms. Williams would like to see a pedestrian crossing at Laura Duncan for the high school kids, reduction of the speed limit from 55 to 45 until past the Apex exits, NC 540 should be the route for through traffic (especially commercial haulers to reduce noise and pollution). She feels if a second phase must happen to follow a plan such as the Carmel, Indiana one with US 64 going under instead of up and over the cross streets. She wants to preserve the quality of life within these long-established neighborhoods and businesses that we pay our high taxes for living.

Comments on Short-Term Solution (Superstreet Concept)

Mike Butrell – Mr. Butrell stated that he is confused with the short-term plan – if he wants to make a left on Lake Pine but he has to make a right and do a u-turn, how does that work with cars speeding by?

Michelle Colts – Ms. Colts resides at the backdoor of Laura Duncan and is familiar with a superstreet and what they have in Leland is not at all comparable to what we're talking to here. She feels that the Leland superstreet is not close to any neighborhoods and is concerned about her kid standing in a median of a major highway. Something needs to be done, but she wants to see other alternatives considered. She





doesn't want to sacrifice life style to become the concrete height of good living. She strongly feels there are other answers and she does not want this road to come through the front of our high school. Her biggest concern will always be the median.

Ester Lumston – Ms. Lumston bikes on US 64 and is concerned about u-turns - cars may stray in these bulges and hit a bike. She is concerned about bike routes that go straight across 64. She is also concerned about emergency vehicles and the increase in their travel time. She does not have a solution, but a superstreet doesn't look like the right thing to do here.

Bill Wagner – Mr. Wagner questions the superstreet and priority of funding asking what intersection would be constructed first and how would it be installed? Wanted to know about the new section of NC 540 - why is it being considered as a toll road when the rest of I-540 isn't even being considered a toll? He also thinks 28-cents a mile is expensive.

Mike Franklin – Mr. Franklin feels the superstreet stoplight turning motion is complicated. He would like to see other alternatives like widening the street, add another lane like Atlanta (4 to 6 lanes), and/or allow noise barriers to be installed.

Danny Epstein – Mr. Epstein wants to know the deciding factors with constructing a superstreet versus elevated portions. He is not supportive of students standing in the middle of a median. He also questions the implementation of either project if the community is opposed to it.

Lanita Dorthen – Ms. Dorthen is worried about the possibility that this (superstreet) may change the character of the neighborhood. She would like to see numbers - it seems counterintuitive that you can double the numbers that move through traffic but shorten the wait time.

Phillip Martin – Mr. Martin supports the superstreet concept because he feels it will reduce the traffic issues. Mr. Martin likes the idea of a median across US 64 and Laura Duncan because he walks a lot and this may be good because it would be a nice safe place. He suggests adding protective barriers around median. He supports the superhighway concept because it has fewer traffic lights which would be beneficial to them. He says if we resist we'll be stuck with the traffic.

Sam Hailey – Mr. Hailey is concerned with access via a superhighway to businesses. He has observed a McDonalds in Leland that had to close because of this same issue. He feels if the state owned roads were in better condition and would want to take them over because they are in such poor condition. He also would like the stop lights reviewed and lengthened in order for traffic to flow better in Cary (Kroger, etc.).

Jeff Summerfield – Mr. Summerfield asks how much the study cost? He does support the superstreet concept because he grew up with them and it will save him time. He asks if it will allow you to go left on red. He also asks if they can physically lower the roads, with drainage, etc.

J. Allan Phillips – Mr. Phillips has concerns over this ambitious project, mainly the high cost for a mild traffic issue right now but no one is willing to pay for the continuation of I-540 down into Southern Wake county. He (a resident) is not happy to pay a toll to use the road once it's built when everyone else in Wake County had tax payer funds to pay for their section of 540. He also states that residents of Apex, Cary, and Holly Springs are sick and tired of being treated like the red-headed stepchildren of Wake County; especially considering they make up a large portion of the tax base in terms of revenue generated for Wake County. He feels the studies on the new "super streets" at highway 17 in Leland and the one in Chapel Hill near Europa show that traffic increased nearly 60% in those areas once the superstreet was completed. He does not want this area to have more traffic and he hopes our residents can successfully stop this project.

Kenneth Long – Mr. Long supports the superstreet concept and wishes all to ignore the protests of uninformed residents that are afraid of progressive city planning. He shared the superstreet design does work, and I dare say there is not a single petitioner that has experienced both the before and after of the superstreet change in Chapel Hill. He also pointed out that Raleigh desperately needs connectors between 440 and 540. Just look at the disaster in northern Wake County and we can prevent the same problems in the southern half by planning for inevitable and rapid growth.

Dave Frac – Mr. Frac supports the superstreet design now and admits he uses the concept coming out of MacGregor West trying to go east, if he sees that he just missed a green light, rather than sit for many minutes at the traffic light, he will take a right turn, head west and take a U turn. Daily, he uses a similar approach on Cary Parkway trying to take a left onto Chapel Hill Road. He also recommends that NCDOT install traffic circles at certain intersections but eliminate the traffic lights. He has driven in Europe and he sees how effective they are in moving traffic. He recommends building a pedestrian bridge around Apex High School.

Daniel Martin – Mr. Martin lives in the Castlewood subdivision which only has one access point. He is concerned about this already crippled intersection and it will be worse off with the superstreet concept. He suggests leaving the Green Level Church Road median cut open and add a green-arrow "protected left" cycle to the traffic signal. The traffic signal light and the dedicated left-turn lanes are already in place. Reprogramming the traffic signal improves safety and can be done at a trivial cost.

Scott Chilcote – Mr. Chilcote is a current officer and past president of the North Carolina Bicycle Club, as well as a strong supporter of improved transportation system efficiency, opposes the short-term expense and nebulous value of converting the "I-64" corridor in the vicinity of Apex and Cary into a "Superstreet". He feels this road is very popular with commuting bicyclists during the week, and it is an essential link to the Jordan Lake and Harris Lake Park systems for recreational bicycling trips on weekends. His club holds two regional bicycling rallies at these parks every year, and numerous smaller rides throughout the Spring, Summer, and Fall that encircle the area. He thinks continually increasing road capacity and speed is a shortsighted solution to regional transportation problems that very rarely provides the benefits they are promised. In this case, it will reduce the safety and convenience of access to a growing segment of the Triangle's population: recreational bicyclists. He also questions the two options listed in the Frequently Asked Questions section as to dismount the bicycle and cross the road while pushing the bicycle as a pedestrian, or to merge with the vehicular traffic traveling westbound in order to execute a U-turn, and then travel back the other way. However, the first option is only possible if a pedestrian crosswalk exists. If there is no marked crossing, the bicyclist risks his or her personal safety, and being arrested for jaywalking. The other option is to turn and travel with the vehicular traffic and look for a place to U-turn. If the traffic is more than light, this presents a difficult situation for the bicyclist(s). He states bicyclists are legal road users with the same rights as car drivers, and should not have their interests and access sidelined or diminished by road improvements that focus narrowly on car and truck drivers.

Esther Lumsdon – Ms. Lumsdon is concerned about how the superstreet will affect the response time of emergency vehicles. She is also concerned about pedestrian/bicyclist safety with the superstreet concept since you will likely have to also cross the side street either before crossing US 64, or after crossing US 64. Additionally, she is concerned with boaters accessing the superstreet with left turns into and out of the access streets for boat ramps.

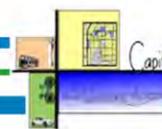
Karl Bauer – Mr. Bauer supports this project and feels starting with a superstreet concept then moving to an expressway seems to be a logical plan to meet the future needs of Apex and the area. He opposes any efforts to try and divert US 64 traffic to US 1 as a few have recommended. He also suggests separating the grade at US 64/Laura Duncan to make the area safer for the high school students and ensuring that area is as pedestrian friendly as possible.

Comments on Long-Term Solution

Dick Cline – Mr. Cline is concerned about the long term plan as it will affect the selling of his house. He is unclear what changes have been made since dozens of meetings and studies have passed but he does not see too many changes in the plan from the start of the proposed project. He would love to see us focus on the representation of people of the area and not just focus on the transportation in the area. He specifically recommends using I-540 as the bypass and reclassify existing US 64 as US 64 Business. The money that would be save could easily get the toll on I-540 eliminated and if he has to travel 3 additional miles to avoid upheaval, it would be a significant improvement.

Kathy Linsey – Ms. Linsey is concerned about the pollution aspects of construction ('09 Corridor Study USA). She asks if the long-term solution addresses this issue.





Steve Gossen – Mr. Gossen is concerned about the long-term plan and the raised roadway. He feels it acts like a Berlin wall to communities north and south. He feels the short term plan is necessary but both projects are missing numbers - where are the raw numbers of the traffic study? He also feels too much focus is spent on the through traffic while most folks going on US 64 are crossing traffic. Traffic may have been reduced in Wilmington, but that's totally different.

Comments on other Alternatives/Options

Holly from Apex – Ms. Holly requests putting a pedestrian/bike bridge similar to the one in Cary near the Cary Parkway at Laura Duncan Road.

Janet Portzer – Ms. Portzer suggests building a couple of overpasses with grillwork and barriers guarding the sidewalks at the difficult intersections (e.g. Lake Pine and of course Laura Duncan) to provide better access to the businesses, library and safer access to the school. She suggests the new intersections do not have to be as complicated as the overpasses using stop lights and the same grillwork and barriers guarding the sidewalks. Then, as needed, provide u-turn lanes at other less congested cross roads (e.g. Chalon). She feels this more nuanced approach will spread the cost, provide some immediate solutions, and give people a chance to get adjusted slowly to the u-turns/Michigan lefts. If they don't have to use the u-turns so extensively as your superstreet proposes to get to important place (e.g. shopping center, school, library), locals will probably like them after they get used to them. Additionally, she supports lowering the speed limit on US 64 beginning at NC 55 through US 1 to encourage regional and state drivers to take the more appropriate route (e.g. US 64 to NC 540 to US 1). She also thinks you should make one stretch of 540 toll-free, between 64 and US 1, assuming there is not change in that decision. And finally, she cannot imagine the long-term solution for US 64 as it does not make sense on many fronts.

David Lewis – Mr. Lewis suggests eliminating the two cross intersections at MacKenna Drive and Gregson Drive and the lights that impede traffic flow at those intersections. He states that access into MacGregor West and the commercial area would be left open for right turn only but no one will be able to cross traffic. This would allow traffic from the west to access the commercial area in the same manner it currently does. He thinks for traffic from the east, a high capability intersection as already planned at Edinburgh along with improved flow capability on Old Raleigh Road should provide excellent access all the way to the end of the car dealer areas. That portion of Old Raleigh is already all commercial, seems to have adequate room for widening and such improvements for flow would have no residential impact while retaining or possibly improving the access for the businesses located in that area. All businesses already have access points off Old Raleigh so little would need to be done from that respect. He feels this would be much preferred to the major superstreet concepts that are currently being proposed. He has heard that this concept was brought up but the Town of Cary was opposed. If that is the case, he would appreciate confirmation along with the contact for the Town of Cary on the study group so he can contact both her and his local representative to understand that position.

Michael Franklin – Mr. Franklin wants to ensure safety of pedestrians and cyclists, safety of drivers/vehicles, improved traffic flow, and minimize construction costs are core guidelines for the project. With that in mind, he suggests constructing a below grade crossing of US 64 at Laura Duncan (west side) for Apex High School students, cyclists, etc. This tunnel should be a ramp type rather than having steps and Laura Duncan can remain pedestrian surface crossings since it has reduced speed/traffic density. He also suggests constructing a below grade crossing of US 64 at Shepherds Vineyard Drive subdivision entrance from the shopping center to the Eva Perry Library to assist students crossing US 64 at that location where no light exists. Additionally he suggests having NCDOT close the US 64 car median crossing at this same Shepherds Vineyard Drive location since it is listed as one of the 30 worst crossings as regards accidents in North Carolina. He thinks redirecting traffic from the current US 64 along Route 540 to Route 1 as soon as 540 is completed and sign the current US 64 Cary-Apex road US 64 Business from the Kelly Road 540 area to the Route 1 junction. He also thinks synchronizing the stoplights at Chalon Drive, Gregson Drive, Edinburg Drive, and the US 64 Route 1 Junction to maximize traffic flow. And finally, he suggests constructing a Carmel, Indiana type mini-bow-tie clover-leaf traffic-light-free intersection with US 64 as the below grade roadway at the Lake Pine intersection. This would eliminate the major bottleneck intersection and provide Apex administration buildings complex with an efficient and

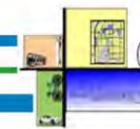
elegant access from Lake Pine/Old Raleigh Road. The Lake Pine intersection is at higher elevation than intersections further east on US 64, so a depressed roadway is likely feasible. He believes a short term option is to open another left turn access to the Kroger shopping center at Lake Pine and Blockbuster. This should reduce the congestion sometimes occurring at the shopping center entrance near MacDonalds.

Melissa McGraw – Ms. McGraw suggests using roundabouts for the proposed interchanges at US 64/ Lake Pine and the US 64/ US1. She feels traffic keeps moving much like what is proposed in this SUPER corridor but with less construction of bridges, etc. needed for the proposed plan and other monies could go towards light rail.

Dave Osmis – Mr. Osmis is a commuter on US 64; waiting for traffic is a disaster. He recommends having the lights synchronized similar to US 401 through Raleigh.

If you have questions or comments regarding this information, please contact David Wasserman, P.E., NCDOT, at (919) 715-1273 or Peter Trencansky, URS Project Manager (Consultant) at (919) 461-1332.





Stakeholder Workshop

MEMORANDUM

To: US 64 Stakeholder Meeting Participants
From: Peter Trecansky
Date: November 10, 2009
Subject: Report of Meeting, US 64 Corridor Study Stakeholder Workshop, October 22, 2009

A Stakeholder Workshop was held at the Apex Town Hall on October 22, 2009 from 8:00 AM to 4:00 PM. The attendees were as follows:

Stakeholders

Kevin Sergent	Apex High School
Steve Goodridge	CAMPO Bicycle and Pedestrian Stakeholders Group
Wayne Clark	Bicycling Enthusiast
Kendall Maynard	Resident - Abbingdon
Daniel Martin	Resident - Castlewood
Edwin Yarter	Resident - Knollwood
Jeffrey Symm	Resident - Shepherd's Vineyard
Graham Wilson	Apex Planning Board/Resident - Shepherd's Vineyard
Dan Epstein	Save64.org/Resident - MacGregor West
Laura Cobb	Save64.org/Resident - MacGregor West
Barbara Vaughn	Save64.org/Resident - MacGregor West
Dave Frac	Resident - Normandie
Melissa Morauer	Resident - MacGregor Downs/HOA
Mike Franklin	Resident - MacGregor Downs
Phil Martin	Resident - MacGregor Downs
Howard Johnson	Cary Chamber of Commerce
Anthony Blackman	Cary Chamber of Commerce
David Lewis	Lord Corporation
Brenda Steen	Apex Chamber of Commerce
Christina Zadell	Bradley's Carpet
Mike Desmond	Hendrick Auto Group

Corridor Study Team Members

David Wasserman	North Carolina Department of Transportation (NCDOT) – Strategic Planning Office
Terry Arellano	NCDOT – Transportation Planning Branch
Wally Bowman	NCDOT – Division 5
Joey Hopkins	NCDOT – Division 5
James Dunlop	NCDOT – Congestion Management
Bob Mosher	NCDOT – Bicycle and Pedestrian Division
Shannon Sweitzer	North Carolina Turnpike Authority (NCTA)
Jennifer Harris	NCTA
Ed Johnson	Capital Area Metropolitan Planning Organization (CAMPO)
Kenneth Withrow	CAMPO
Juliet Andes	Town of Cary
Lori Cove	Town of Cary
Eric Simpson	Town of Cary

Russell Dalton	Town of Apex
Reed Huegerich	Town of Apex
Melissa Guilbeau	Chatham County
Peter Trecansky	URS Corporation
Mark Freeman	Gibson Engineers

Other Participants

Joe Milazzo II	Regional Transportation Alliance
Dr. Joe Hummer	North Carolina State University
Brad Hibbs	Federal Highway Administration
Bradley Reynolds	HNTB (NCTA Consultant)
Kristen Maseman	HW Lochner (NCTA Consultant)
Donna Dancausse	Facilitator

Elected Officials (afternoon session)

Nelson Dollar	NC House of Representatives
Julie Robison	Mayor Pro-Tem/Cary Town Council
Gale Adcock	Cary Town Council
Keith Weatherly	Mayor of Apex
Mike Jones	Mayor Pro-Tem/Apex Town Council
Sally Kost	Chatham County Commissioners

Welcome and Introductions

Donna Dancausse began the meeting at 8:35 AM by distributing a copy of the agenda and introducing herself as the facilitator for the workshop. Ms. Dancausse explained that the purpose of the meeting was to:

- Discuss the comments received from the July 16th Community Meeting
- Discuss the results of the August 20th Corridor Study Team meeting to re-evaluate the plans
- Allow the stakeholders to provide feedback on revised recommendations
- Have a work session to discuss any concerns, ask questions, develop alternative ideas, and try to develop consensus on the solutions
- Discuss the results of the work session and determine where consensus was established

Ms. Dancausse then asked each of the stakeholders to introduce themselves, state why they were participating in the workshop, and to answer one or more of three questions. The three questions asked and a summary of the responses provided are as follows:

- What do you like about the current US 64?
 - Flexibility to get to many places (small businesses and home to work) (multiple people supported this comment)
 - Boulevard atmosphere
 - Easy for cyclists to cross
 - Quick, easy alternative to Cary Parkway
 - Center of the community – main street
 - Wide paved shoulders
 - How much people care about it
- What about US 64 would you not want to change?
 - Nothing
 - Don't lose flexibility
 - Don't encourage more through traffic
 - No control of access (maintain access)
 - Cross street access
 - Greenery and aesthetic quality
 - Access to businesses
 - Keep it a place where our children can live



- If you could change one thing about US 64, what would you change?
 - Safety – truly sharing the road with all users
 - Increase safety at Apex High School (multiple people supported this comment)
 - Relieve congestion at Laura Duncan Road
 - Discourage school traffic from using Knollwood
 - Grade separation at Lake Pine and Laura Duncan to address congestion
 - Not waiting at traffic lights
 - Make all lights able to be tripped by a bicycle
 - Prepare for future growth and traffic
 - Build a bypass and rename section from US 1 to NC 540 as Tryon Road
 - Improve service for bicycle and pedestrian crossing
 - Discourage truck through traffic
 - Lower speed limit
 - Provide traffic signal at Fern Valley
 - Use NC 540 as a bypass and remove toll
 - Improve Lake Pine crossing to park, especially for bicyclists
 - Improve safety of access to the library
 - Prohibit compression braking to reduce noise

Following the introductions the Study Team members introduced themselves and Ms. Dancausse reviewed the ground rules for the workshop and introduced David Wasserman, who presented an overview of the project study process and the current status.

Project Study Process and Status Presentation

Mr. Wasserman made a presentation that included the scope and intent of the study; the study process; the purpose of the short and long range plans; the study timeline, and the focus of today’s work session.

The presentation was interactive with the stakeholders and included several comments and questions including the following:

- Stakeholders wanted to know what was considered regional traffic and what was considered local traffic. Mr. Johnson stated that for discussion purposes the local traffic was that generated in the Cary and Apex area and that regional traffic was generated within the triangle region.
- Stakeholders inquired how long the public comment period would be and if there would be more than one comment period. Mr. Wasserman responded that the details regarding comment periods were still being worked out and that the hope was to combine the Capital Area MPO comment period and the comment period for the study into a single 30-day review. Ed Johnson stated that it would include at least one 30-day comment period, but may require additional review periods and that we would let the stakeholders know when it was determined.

Regional and Corridor Perspective

Mr. Johnson made a presentation on the future growth in the region and the effects of the growth of the US 64 corridor. Mr. Johnson stated that the current projections for growth show the triangle region increasing by 1.2 million people in the next 25 years. Mr. Johnson also reviewed maps that showed existing and future projections for households and employment that illustrated how the density in the area would be substantially greater in the future. Mr. Johnson then discussed the effects of NC 540 on the US 64 corridor, stating that 90% of the traffic on US 64 was generated or destined for a location within a 15-mile radius. Questions and comments were made by participants about the future growth projections and how they were generated. Many stakeholders didn’t feel that the future growth matched the character of their communities. Mr. Johnson stated that the projections were based on the land use plans provided by the local municipalities.

Wally Bowman discussed the US 64 corridor from an NCDOT perspective. Mr. Bowman discussed his experience working along the corridor and noted that based on past experience the traffic projections for US 64 and other projects in the region have been low and that the 20-year projection is typically met within 12-17 years.

Following Mr. Bowman’s presentation, Shannon Sweitzer discussed the plans for the Triangle Expressway (NC 540). Mr. Sweitzer stated that NCTA had a construction contract for the Western Wake section and that construction would begin in December 2009 with a completion date of 2013. Mr. Sweitzer also stated that NCTA had initiated the environmental studies on the remainder of NC 540 that would connect to US 64 near Knightdale. Mr. Sweitzer presented the design that will be constructed initially for NC 540 and discussed how the design would likely need to be modified in the future to accommodate the growth in traffic volumes including providing a collector-distributor lane. Mr. Sweitzer also showed simulations of the traffic at the interchanges at NC 540 and Kelly Road.

Primer on Intersection Types and Options

Peter Trencansky gave a presentation on the menu of potential intersection improvements, including those for signalized intersections and expressway and freeway treatments. The goal of the presentation was to provide the stakeholders with a background education into the reason for considering unconventional intersection designs and allow them to see the menu of options available. The presentation described how each solution would operate and provided a list of potential benefits and liabilities along with a qualitative star rating for various elements of the design. Several stakeholders inquired on how the star ratings were developed and it was explained by Mr. Trencansky that he developed the initial ratings based on engineering studies and literature and that the ratings were reviewed by the Corridor Study Team. Mr. Trencansky stressed that the concepts had flexibility and that some of the ratings were somewhat subjective, but that they provided a good relative comparison between each of the options for consideration when developing the solutions.

Review of Short-term and Long-term Solutions

Mr. Wasserman presented the short-term and long-term solutions for each intersection along the corridor, moving from the US 1 interchange west to Jenks Road. The presentation was based on the revised recommendations that were established at the August 20, 2009 Corridor Study Team Meeting. Mr. Wasserman stressed in the beginning that the elevated expressway option from east of Lake Pine Drive to US 1 was no longer being recommended. The presentation included slides showing the original recommendation shown at Workshop #2, the options considered by the Corridor Study Team and the recommended solution. A summary of each intersection is as follows:

<u>US 1 Interchange:</u>	Short-term:	No change in existing design
	Long-term:	No change in existing design except possible additional ramp lanes
<u>Edinburgh Drive:</u>	Short-term:	Superstreet with Direct Major Street Left Turn (4-Lane US 64) Note: Town of Cary will add additional eastbound lane on US 64
	Long-term:	Superstreet with Direct Major Street Left Turn (6-Lane US 64)
<u>Gregson Drive:</u>	Short-term:	Superstreet with Direct Major Street Left Turn (4-Lane US 64)
	Long-term:	Superstreet with Direct Major Street Left Turn (6-Lane US 64)
<u>Mackenan/Chalon:</u>	Short-term:	Superstreet with Direct Major Street Left Turn (4-Lane US 64)
	Long-term:	Superstreet with Direct Major Street Left Turn (6-Lane US 64)
<u>Autopark Boulevard:</u>	Short-term:	Right-in/Right-out with Direct Major Street Left (4-Lane US 64)
	Long-term:	Right-in/Right-out with Direct Major Street Left (6-Lane US 64)
<u>Lake Pine Drive:</u>	Short-term:	Median U-turn Crossover
	Long-term:	Tight Interchange (Modern Roundabout Design Preferred)
<u>Knollwood Drive:</u>	Short-term:	Right-in/Right-out with Direct Major Street Left Turn
	Long-term:	Right-in/Right-out



- Laura Duncan Road:** Short-term: Tight Interchange (Modern Roundabout Design Preferred)
 Note: Interim solution may include Median U-turn Crossover
 Long-term: No change from Short-term
- Davis Drive:** Short-term: No change in existing design
 Long-term: Davis Drive upgrades to provide more through and turning lanes
- Fern Valley Lane:** Short-term: No change in existing design
 Long-term: Connection Closed and new Roadway to NC 55
- NC 55:** Short-term: No change in existing design
 Long-term: NC 55 upgrades to provide more lanes and Collector-Distributor along westbound US 64
- Green Level Church:** Short-term: No change from NC 540 design
 Long-term: Ties to Collector-Distributor instead of US 64
- NC 540:** Short-term: No change from NC 540 design
 Long-term: Ties to Collector-Distributor instead of US 64
- Kelly Road:** Short-term: No change from NC 540 design
 Long-term: Ties to Collector-Distributor instead of US 64
- Kellyridge Road:** Short-term: Right-in/Right-out with Direct Major Street Left Turn
 Long-term: Right-in/Right-out onto Collector-Distributor
- Jenks Road:** Short-term: Superstreet with Direct Major Street Left Turn
 Long-term: Partial Cloverleaf interchange

Throughout the presentation Mr. Wasserman provided clarification to the design and answered questions from the stakeholders.

Breakout Work Session on Corridor Designs

The workshop participants broke into four smaller groups to allow the stakeholders to discuss the design of the corridor with individual study team members. Each group was led by a facilitator and Corridor Study Team members circulated among the groups to provide insight and guidance when requested. Each group was given a corridor map with the recommended short-term and long-term solutions listed on the maps, a set of intersection aerial photographs to mark solutions on and a flip chart to document ideas. The stakeholders were encouraged to discuss the recommended designs and make suggestions on how the recommendations could be improved. The goal of the session was for the stakeholders to come to a consensus on what solutions would be most appropriate for the corridor for both the short-term and long-term options. Each group selected a spokesperson that would record and present the findings of the group during the report out session. The groups worked for approximately one and a half hours developing recommendations and discussing the corridor. Groups were encouraged to discuss specific concerns with the proposed recommendations at individual intersections.

Report Out on Breakout Sessions

The Stakeholders and Corridor Study Team were joined by the elected officials in the afternoon and came back together as a group to review the findings of the small group breakout sessions. The spokesperson for each group was invited to share a summary of the items that were discussed, as well as present any solutions that were developed. The following is a summary of the results of the breakout sessions:

Group 1 (Steve Goodridge – Spokesperson / Lori Cove – Facilitator)

General/Corridor-wide Issues:

- Desire to maintain east-west Corridor for bicycle traffic, request that US 64 not be made a controlled access facility
- Ensure improved pedestrian walkability for crossing US 64, especially to businesses
- Request that the Study Team not focus on through mobility at the expense of local access
- Request for more strategic land use planning to help address the access concerns
- Better and more consideration of side streets for multi-modal use
- Like maintaining medians for safety and aesthetics
- Better use of collector streets to enhance connectivity

Intersection Specific Comments:

- Liked the recommended design for both the short-term and long-term at Laura Duncan and Lake Pine
- Request to re-open Fern Valley access point as full movement intersection
- Some members of group felt that adding additional through lanes to US 64 in the median from Autopark Boulevard to US 1 and having traditional intersections was better than superstreet
- Did not like superstreet at Edinburgh but didn't have a recommended solution

Group 2 (Dan Epstein – Spokesperson / Terry Arellano – Facilitator)

General/Corridor-wide Issues:

- Desire to sign US 64 along US 1 and NC 540 and rename existing route as US 64 Business
- Lower speed limit to 45 miles per hour east of railroad bridges
- Like maintaining medians for safety and aesthetics
- Still concerns with superstreet – group wanted to hold off implementing them as long as possible

Intersection Specific Comments:

- Liked the recommended design for the tight interchange for Laura Duncan and both the short-term and long-term at Lake Pine
- Willing to wait for interchange at Laura Duncan but there is a need to address safety now
- Wanted consideration for pedestrian bridge at Laura Duncan prior to construction of tight interchange
- Recommended a ramp from US 1 directly into the back side of the office park

Group 3 (Joe Millazzo – Spokesperson/Facilitator)

General/Corridor-wide Issues:

- Some general concerns with the superstreet and aesthetics as it relates to community feel and look
- Some concern about traffic projections, but they feel study is worthwhile

Intersection Specific Comments:

- Liked the recommended design for both the short-term and long-term at Laura Duncan and Lake Pine
- Recommended pedestrian bridge at Laura Duncan Road for short-term
- Had some concerns with Laura Duncan Road interchange related to cost if it required replacing the railroad bridge

Group 4 (Brad Hibbs – Spokesperson/Facilitator)

General/Corridor-wide Issues:

- Felt that there was not a need for the short-term, except at Laura Duncan and Lake Pine



- Requested that nothing be done from US 1 to east of Lake Pine until NC 540 and additional lane on US 64 is in place and operating so that effects can be measured.
- Public interaction needed to be earlier and go beyond just those along the corridor
- Structures for Long-term solution should be aesthetic
- Further consider transit and other options for Long-term solution
- Safety should be the #1 concern and is more important than mobility
- Look at parallel routes to US 64 and improve them to increase safety
- Request to sign US 64 along US 1 and NC 540 and convert existing roadway to US 64 Business/Tryon Road
- Lower speed limit to 45 mile per hour east of Kellyridge Road. Include design features that signal to the driver that the context of the corridor has changed.
- Rename US 64 to divert truck traffic

Intersection Specific Comments:

- Liked the recommended design for both the short-term and long-term at Laura Duncan and Lake Pine
- Recommended delaying the conversion of Kellyridge Road to right-in/right-out and consider a signal due to access concerns
- Recommendation to purchase land in southeast quadrant of Laura Duncan intersection and see if it could be used to improve the intersection

Group Discussion of Recommendations

Following the reporting by the individual groups, Ms. Dancausse led a group discussion based on the information reported. The goal of the discussion was to determine if there were areas where we could reach a consensus on the solutions along the corridor. The following items were discussed by the overall group:

- It appeared that there was consensus around the short-term and long-term solutions at Lake Pine Drive. The stakeholders and Study Team members agreed that this was the best option for this location
- It appeared that there was consensus on the tight interchange at Laura Duncan Road as the short-term solution, with the Modern Roundabout design (Carmel, IN) as the preferred configuration, and both the stakeholders and Study Team agreed this was the best solution at this location. A discussion about the timing of the construction of the interchange took place, because it was not likely to be implemented in the very near future. Ms. Dancausse inquired if the interchange could not be built soon, whether the stakeholders would support a Median U-turn Crossover as an interim measure. The stakeholders felt that if any money were to be spent in the near term that it should be for a pedestrian overpass even if it was required to be removed when the interchange was constructed, instead of any operational improvements. The stakeholders also felt immediate measures to improve safety should be taken. It was agreed by the stakeholders and Study Team that the desire was to wait for the interchange as it was the best solution.
- The stakeholders felt strongly that a new ramp off of US 1 directly into the office park would solve a lot of the problems along US 64 between the US 1 interchange and Autopark Boulevard. The Corridor Study Team noted that there were engineering challenges to making the ramp feasible due to the distance between the US 64/Tryon Road interchange and the interchange at Ten-Ten Road. It was also noted that NCDOT typically does not include interchanges unless all movements (ramps providing full access to and from US 1) are provided because it causes drive confusion if the driver cannot return on the same route they entered on.
- The Edinburgh intersection was discussed extensively and there appeared to be agreement from the stakeholders that the superstreet was problematic. The stakeholders had a very strong desire to maintain the existing cross access and to preserve the ability to turn left, especially because the superstreet does not include a u-turn movement to accomplish the left turn due to the location of the US 1 ramps. Mr. Goodridge noted that the lack of an efficient crossing for advanced cyclists was an unfortunate effect of the superstreet at Edinburgh; however he noted that large groups of riders could avoid the intersection and that an individual cyclist could act as a pedestrian to cross

US 64. There was no clear consensus from the stakeholders on what the recommended solution should be at this location, as the constraints imposed by the US 1 interchange did not allow for a solution that would meet enough of the desires for this location.

- The superstreet corridor from east of Lake Pine to US 1 was also discussed with the overall group. There were still concerns with the superstreet concept due to the loss of convenience and access. The stakeholders also had concerns that the superstreet would not be needed and felt that implementation of the superstreet should not happen until NC 540 is completed and the additional eastbound lane is constructed on US 64 in order to determine if the need still exists. The stakeholders strongly encouraged the Corridor Study Team to take a very measured approach to implementing the superstreet and that they would prefer it not be done until all other options had been exhausted. Mr. Wasserman explained that any planned improvements in the study area, including the implementation of NC540, would be closely monitored. Their impacts to the US 64 corridor would be assessed and the study recommendations could be modified as deemed necessary at that time. Mr. Wasserman asked the stakeholders if the traffic in the area grew as projected, and there was a problem along this section of US 64, if they could live with the superstreet in this area. About one-third of the stakeholders still felt they could not live with the superstreet under any circumstances.
- Mr. Johnson then posed a question to the stakeholders asking if they had a preference regarding balancing the number of u-turn locations with the aesthetics and green space in the median. Mr. Johnson explained that providing fewer u-turn locations would allow for more green space in the median but would require longer travel distances to make u-turns and increase the volumes at the u-turn locations. Following some discussion no clear consensus was reached as to how to best balance these effects.

Wrap-up and Next Steps

Following the group discussion, Mr. Wasserman gave a summary of the next steps in the process, which would include the following:

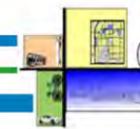
- Corridor Study Team will hold a meeting to discuss the input provided during the stakeholder workshop and determine the recommended solution for the short-term and long-term plans
- Developing the Draft Corridor Study Report, that will be provided to the public for a minimum 30-day period for review and comment
- Corridor Study Team will then consider the public comments and make any revisions needed, finalize the report, and seek endorsement from the Capital Area MPO
- Develop a Memorandum of Understanding that Study Partners would continue to coordinate planning efforts along the corridor

The stakeholders inquired when they would know the results of the meeting that would be held to determine the recommended solutions. Mr. Johnson raised the possibility of having a follow-up meeting with the stakeholder group to review the recommendations that would be included in the Corridor Study Report. Mr. Wasserman had some concerns about including the additional meeting due to concerns with the amount of effort and cost associated with the meeting. Ms. Robison, Cary Mayor Pro-tem and Town Councilor strongly encouraged the Corridor Study Team to have the follow-up meeting and stated that the Town of Cary could host the meeting and that she was open to having discussions on providing financial support to holding the meeting.

Actions: The study team will provide minutes from the workshop to all workshop participants
David Wasserman will provide participants information on a time-frame for a follow-up meeting.

At the end of the meeting Mr. Wasserman passed out a comment form that asked the stakeholders their opinions of the meeting and requested that they provide input into how effective the meeting was.

The meeting adjourned at approximately 4:10 PM.



Stakeholder Follow-up Meeting

MEMORANDUM

To: US 64 Stakeholder Meeting Participants
From: Peter Trencansky
Date: January 6, 2010
Subject: Report of Meeting, US 64 Corridor Study Stakeholder Follow-up Meeting, December 16, 2009

A Stakeholder Workshop was held at the Apex Town Hall on December 16, 2009 from 8:30 AM to 10:40 AM. The attendees were as follows:

Stakeholders

Wayne Clark	Bicycling Enthusiast
Kendall Maynard	Resident - Abbington
Daniel Martin	Resident - Castlewood
Edwin Yarter	Resident - Knollwood
Jeffrey Symm	Resident - Shepherd's Vineyard
Graham Wilson	Apex Planning Board/Resident - Shepherd's Vineyard
Dan Epstein	Save64.org/Resident - MacGregor West
Lynn Thomas	Save64.org/Resident - MacGregor West
Barbara Vaughn	Save64.org/Resident - MacGregor West
Dave Frac	Resident - Normandie
Melissa Morauer	Resident - MacGregor Downs/HOA
Mike Franklin	Resident - MacGregor Downs
Phil Martin	Resident - MacGregor Downs
David Lewis	Lord Corporation
Christina Zadell	Bradley's Carpet
Mike Desmond	Hendrick Auto Group
Gene Cocchi	Hendrick Auto Group

Corridor Study Team Members

David Wasserman	North Carolina Department of Transportation (NCDOT) – Strategic Planning Office
Terry Arellano	NCDOT – Transportation Planning Branch
Wally Bowman	NCDOT – Division 5
James Dunlop	NCDOT – Congestion Management
Shannon Sweitzer	North Carolina Turnpike Authority (NCTA)
Ed Johnson	Capital Area Metropolitan Planning Organization (CAMPO)
Kenneth Withrow	CAMPO
Juliet Andes	Town of Cary
Lori Cove	Town of Cary
Russell Dalton	Town of Apex
Reed Huegerich	Town of Apex
Cynthia Van Der Wiele	Chatham County
Peter Trencansky	URS Corporation
Mark Freeman	Gibson Engineers
Nathan Phillips	Gibson Engineers

Other Participants

Joe Milazzo II	Regional Transportation Alliance
Dr. Joe Hummer	North Carolina State University

Donna Dancausse

Facilitator

Elected Officials

Nelson Dollar	NC House of Representatives
Julie Robison	Mayor Pro-Tem/Cary Town Council
Gale Adcock	Cary Town Council

Welcome and Introductions

Donna Dancausse began the meeting at 8:35 AM by distributing a copy of the agenda and introducing herself as the facilitator for the meeting. Ms. Dancausse explained that the purpose of the meeting was to:

- Reveal the preliminary final draft recommendations as a result of the October 22nd Stakeholder Workshop and re-evaluation of the plans by the Corridor Study Team
- Allow the stakeholders to ask questions about the final draft recommendations
- Provide a tentative schedule of next steps in the process

Ms. Dancausse also mentioned that prior to the meeting several of the stakeholders stated that they had concerns with the meeting minutes from the October 22nd Workshop and wanted to discuss their concerns. Ms. Dancausse stated that the Corridor Study Team does not formally approve the meeting minutes and that anyone with concerns about the meeting minutes should meet with David Wasserman and Peter Trencansky following the meeting to discuss their concerns.

Ms. Dancausse then asked each of the stakeholders to introduce themselves and state who they were representing.

Following the stakeholder introductions, the Study Team members introduced themselves and Ms. Dancausse reviewed the ground rules for the workshop and introduced Mr. Wasserman, who presented the final draft recommendations to the group.

Final Draft Recommendations Presentation

Mr. Wasserman made a presentation that included the new recommendations by the Corridor Study Team, implementation of the study recommendations and an intersection by intersection review of the final draft recommendations for both the short-term and long-term solutions. Mr. Wasserman also presented a summary of the suggestions that were considered by the Corridor Study Team but not recommended and the tentative next steps for the study. Mr. Wasserman also stated that the presentation and the summary of the final draft recommendations would be uploaded to the project website by December 18th.

Stakeholder Questions and Comments

Following the presentation, Mr. Wasserman opened the meeting up for questions and comments from the stakeholders and elected officials. The following is a summary of the topics discussed at the meeting. Note that this summary is not a comprehensive synopsis of the individual comments and that official comment on the study and final draft recommendations will be collected during the public comments period for the Draft Corridor Study Report that is anticipated to be released in April 2010 for a minimum 30 day comment period.

- Stakeholders inquired what the process would be for removal of the Strategic Highway Corridor designation for the portion of US 64 from NC 540 to US 1.
 - The Corridor Study Team responded that adding US 64 to the NC 540 corridor would require that NCDOT develop a formal recommendation for the re-designation of the route, submit an application to the American Association of State Highway and Transportation Officials (AASHTO) for approval. If approved by both NCDOT and AASHTO there may also be some legislative issues that would need to occur to allow the signing of a US route along a toll road.
- Stakeholders had concerns that a new exit from US 1 to MacGregor Office Park was not be



recommended as a part of the Corridor Study, but was being recommended for further study by the Town of Cary.

- o The Corridor Study Team responded that constructing a ramp or interchange in this location may be feasible, but would have extensive impacts due to it likely requiring a collector-distributor roadway or braided ramps. The cost of the improvement was also likely to outweigh the potential benefit that would be provided as it would not eliminate a substantial amount of traffic along US 64.
- Stakeholder inquired if the long-term solution included closing the roadway to Bradley's Carpet and the Villages of Apex.
 - o The Corridor Study Team responded that the final draft recommendations do not.
- Stakeholders inquired how many lanes would be on US 64 under Laura Duncan Road and where the additional lanes from the 6-lane roadway would begin and end.
 - o The Corridor Study Team responded that there would be four lanes on US 64 under Laura Duncan Road. The additional lanes for the 6-lane roadway would begin at the US interchange and would end by becoming the ramps on the east side of the Lake Pine Drive interchange. US 64 would likely include an auxiliary lane in each direction between the interchanges at Lake Pine Drive and Laura Duncan Road. US 64 would be a 4-lane roadway west of the interchange at Laura Duncan Road.
- Stakeholders inquired how much wider the 6-lane roadway would be from US 1 to Lake Pine Drive that the existing roadway.
 - o The Corridor Study Team responded that it would be approximately 12 feet wider on each side and may include slightly more pavement where the u-turn bulbouts, and noted that NCDOT currently owns 200-250 feet of right-of-way along the corridor.
- Stakeholders inquired if a 4-lane roadway was possible for the long-term solution from US 1 to Lake Pine Drive.
 - o The Corridor study Team responded that a 4-lane roadway with signalized intersections was not possible as a long-term solution.
- Stakeholders stated that they still had concerns with the idea of a freeway from Raleigh to Charlotte and that they felt that studies should be completed for the sections through Siler City and Ramseur before anything should be done along the portion being studied.
 - o The Corridor Study Team responded that the section being evaluated was determined to be the highest priority segment from the initial study. Capital Area Metropolitan Planning Organization also stated that they had identified this corridor as key corridor for study prior to NCDOT including it in the Strategic Highway Corridor study.
- Stakeholders stated that they were in favor of the recommendation to sign US 64 along NC 540 and thanked the Corridor Study Team for making the recommendation.
- Stakeholders representing Save64.org stated that their main purpose was to provide an opportunity for the community to voice their opinion and that they feel that the desire of the community is to maintain the boulevard configuration and that the community is against the superstreet concept.
- Stakeholders asked for clarification on what percentage of traffic in the area was considered local traffic.
 - o The Corridor Study Team responded that according to the traffic modeling that 90 percent of the traffic passing by Apex High School on Us 64 had an origin or destination within 15 miles of the school.
- Stakeholder stated that they feel that the boulevard concept preserves the sense of community, which is the reason people live in this area. Stakeholder felt that the improvements recommended would push people out who moved to the area because it was nice community to live in.
- Stakeholder inquired what the intent of the meeting was as it seemed like the Corridor Study Team was just reviewing their recommendations.
 - o The Corridor Study Team responded that the intent was to provide the stakeholders with a summary of the final draft recommendations. Town of Cary Councilor Julie Robison also spoke at this point and her comments are summarized later in this memorandum.
- Stakeholder stated that they did not like a freeway concept or a roadway that looked like Capital Boulevard and felt that the Superstreet may be a good compromise; however they were not

comfortable with 6 lanes, but would support 4 lanes.

- Stakeholders stated that they would like to see a "trigger" included in the plan that would state when a 6-lane would be needed, so that it would not be upgrade before it was truly needed.
- A stakeholder stated that they believe the engineering studies, they believe it is local, and feel that the Superstreet offers the best hope to accommodate the traffic.
- A stakeholder representing a local business felt that the growth in the area was going up exponentially and that their needed to be some way to deal with the thousands of homes being built along the corridor. Stated that it is a regional dilemma that will have impacts locally along the US 64 Corridor.
- Stakeholder stated that they had concerns with the vision for US 64 being a freeway as it would not mesh with the "graying of America" and they would like to see more transportation choices for older Americans.
- Stakeholder inquired if right-turn on red and left-turn on red would be allowed along the corridor.
 - o The Corridor Study Team stated that right-turn on red would be allowed as long as there was not a safety concern at the location. Left-turn on red (from a one-way to street to another one-way street) is not legal in North Carolina.
- Stakeholder stated that they would like the Corridor Study Team to re-evaluate the need for a pedestrian crossing at Laura Duncan Road.
- Stakeholder stated that they felt that people needed to slow down and calm down when driving and that people were willing to wait in traffic longer if it meant preserving the community. Stakeholder also recommended curbs and gutter along the corridor as it would reduce the speed.
- Stakeholders had concern with the truck traffic along US 64 and were very concerned by the recent request to allow larger trucks to use the corridor. Stakeholders wanted to know how they could voice their opinion on the request.
 - o Town of Cary Councilor Julie Robison responded and her comments are summarized later in this memorandum.
- Stakeholder requested that the limits of the speed study be expanded further west to the edge of Apex instead of at Kellyridge Road.
 - o The Corridor Study Team responded that this would be considered as the Corridor Study Report is completed and may be expanded in the report.
- Stakeholder requested that the link to the proposals for light rail be provided to the Stakeholders in an e-mail.
 - o The transit map from the Capital Area MPO Long Range Transportation Plan is as follows: http://www.campo-nc.us/LRTP/2035/LRTP_Section_Downloads/Maps/Transit_Map.pdf
 - o The Long Range Transportation Plan is available at: <http://www.campo-nc.us/Lrtp.html>
- Stakeholder recommended that there be something that states that the expressway is no longer being considered inside of NC 540 and that it should be provided to the media as a press release.
 - o The Corridor Study team confirmed that an expressway was no longer being considered inside of NC 540 and that it will determine as a group if any additional press releases will be provided.
- Stakeholders from Save64.org provided the Corridor Study Team with a written set of recommendations for the corridor.

Elected Official Comments

During the course of the question and answer session several elected officials provided comments on the study. The following is a summary of the items discussed by the elected officials.

Julie Robison, Town of Cary Mayor Pro-tem and town Councilor stated that the intent of the meeting was to provide the stakeholders with an opportunity to learn about the final draft recommendations before they were included in the study report and allow for comments and questions to clarify the recommendations. Ms. Robison stated the meeting was a result of her request at the Stakeholder Workshop on October 22nd to have the meeting and that the Town of Cary had contributed \$10,000 to allow for additional public involvement. Ms. Robison also stated that she would like to convene leaders from the Town of Cary, Town of Apex and Chatham County to discuss regional collaboration. Ms. Robison also reminded people that the term "superstreet" had a lot of connotations and that the concept work well



and was actually being used regularly (especially along Cary Parkway) where median openings cannot be provided for all driveways. Ms. Robison stated that neither herself or Mayor Weinbrecht support a six lane roadway because it divides the community. Ms. Robison stated that the mayors' highest priority was to preserve the community. Ms. Robison also stated that the evaluation of transit needs to be expanded and that integrating transit should be done as opposed to widening to six lanes. Ms. Robison also asked Town of Cary staff members to look into what would be the most appropriate steps to respond to the NCDOT request to allow larger trucks on Us 64.

Nelson Dollar, North Carolina House of Representatives, stated that he had concerns with the comparison to Capital Boulevard as he feels that the roadways do not have similar characteristics such as the adjacent land use and the frequency of driveways. Mr. Dollar also inquired if additional right-of-way would be required and if the construction of the Superstreet would require that the trees along the corridor be cut down.

The meeting adjourned at approximately 10:40 AM.

Note: Following the meeting Mr. Wasserman, Mr. Trencansky and Ms. Dancausse met with stakeholders to discuss the meeting minutes from the October 22nd Workshop. Following discussion the meeting minutes were revised to the satisfaction of the Stakeholders and the Corridor Study Team and would be updated on the project website.

Draft Corridor Study Report Public Comment Period

M E M O R A N D U M

To: Public Commentators
From: Peter Trencansky, PE
 Project Engineer
Date: September 3, 2010
Subject: Summary Comments on Draft Corridor Study Report
 US 64 Corridor Study

The following groups submitted written comments on the Draft Corridor Study Report:

Regional Transportation Alliance, the Cary Chamber of Commerce, and the Apex Chamber of Commerce – Provided a position statement on the US 64 Corridor Study that included the following statement:

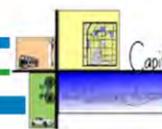
We recognize that US 64 is a critical corridor for both transportation and economic development for our region and state. We also understand that the US 64 boulevard serves our local community in southwestern Wake County and is critical for mobility; access to offices, merchants, parks, and schools; and overall quality of life.

We applaud the work of NCDOT, the Capital Area MPO, the Towns of Cary and Apex, and other partners including the Save64 community organization for their shared efforts to explore multiple options that will create a balanced solution from a community, regional, and statewide perspective.

After engaging in the extensive community outreach process during 2009 with the corridor study team, we offer the following:

- We support the study team's recommendation to pursue signing US 64 bypass along NC 540 in order to inform through travelers of the availability of a nearby freeway-quality facility and to encourage long-distance travelers to use that routing
- We request that dynamic message signs that highlight travel time differences between the existing 64 corridor and the 540 freeway routing be installed (along the lines of the electronic travel time sign shown in the US Manual of Traffic Control Devices) in order to further inform longer distance travelers of the availability of the bypass routing
- Given the character of the Cary/Apex community and the existing US 64 corridor, any proposed mobility improvements to the existing corridor should sustain or improve its aesthetics, maintain a boulevard feel, and preserve or enhance connectivity between land uses north and south of the corridor
- We fully support the study team's recommendations to install aesthetic compact roundabout interchanges (such as those found in Carmel, Indiana) at Lake Pine and Laura Duncan and their potential for significant capacity improvements, travel time savings, safety improvements, north-south multimodal connectivity enhancements, and boulevard aesthetics preservation
- Given the potential benefits associated with the proposed grade-separated interchanges at Laura Duncan and Lake Pine, we encourage consideration of focusing resources to accelerate one of these interchanges in lieu of spreading funding around on multiple smaller projects





- We encourage NCDOT to conduct a speed study on the existing corridor once NC 540 opens to see if speeds are appropriate
- We encourage the Town of Cary to consider further study of the area near the US 1 / US 64 interchange in order to explore potential opportunities for improved access, connectivity, mobility, and aesthetics along both US 1 and US 64
- Given the boulevard feel of the corridor and the capacity improvements that grade separations afford, we encourage preserving the existing corridor footprint at four lanes (two through lanes per direction), either indefinitely or at a minimum until multiple interchanges are installed, travel flow is observed, and further community engagement is undertaken
- We thank NCDOT and the study team for the tremendous outreach and engagement efforts that have been undertaken as part of this study.

Town of Cary and Town of Apex – The Cary and Apex Town Councils provided a letter and joint response to the Draft US 64 Corridor Study Recommendations as follows:

On behalf of the Cary and Apex Town Councils, we would like to thank you for the efforts of the Capital Area MPO (CAMPO), the North Carolina Department of Transportation (NCDOT), and your associated consultant and staff teams, on the extensive study of the US-64 corridor through both the Towns of Apex and Cary. We appreciate the time and resources that have been dedicated to study this critical corridor and the team’s efforts to explore a balanced approach to short and long-term solutions as this part of the region experiences additional demands on infrastructure.

In response to your invitation to provide joint comments on the Draft Final US-64 Corridor Study, we would like to submit the following attachment, endorsed by both the Cary and Apex Town Councils. The following position paper highlights areas of consensus on behalf of both communities regarding the overall study recommendations. The paper also highlights continued areas of disagreement with particular study recommendations by each respective council. We would also like to recognize and support the attached position paper submitted by the Regional Transportation Alliance, with support from both the Apex and Cary Chambers of Commerce.

Thank you for the opportunity to provide comments on behalf of the citizenry of Cary and Apex and for the attention given to this important local and regional corridor.

Sincerely,

Julie Aberg Robison
Mayor Pro Tem, Town of Cary

Keith H. Weatherly
Mayor, Town of Apex

Joint Cary/Apex Response to Draft US 64 Corridor Study Recommendations

Areas of Consensus: Recommendations of the study currently supported by the Cary and Apex Town Councils

- Place a hold on implementation of short-term study improvements along US-64 from US-1 to NC-540 until such time that NC-540 is open to traffic and the effects of the change in travel patterns can be evaluated.

Prior to implementation of any project along this portion of US-64, two conditions shall be met:

- o A well-defined need for the improvement based on empirical analysis.
- o An identified funding source.
- Conduct a speed study along US-64 from Kellyridge Road to US-1 prior to and after NC-540 opens.
- Consider lowering the speed limit on US-64 between Laura Duncan and US-1 with the short-term recommendation implementation.

- Recommend NCDOT pursue the signing of US-64 along the new NC-540 corridor (study recommendation).
- Incorporate a “green/boulevard” feel with all improvements, where possible.
- Prioritize the Laura Duncan/US-64 intersection as the first interchange improvement (Tight Interchanges/Modern roundabout design is preferred for Laura Duncan and Lake Pine locations).
- Place landscaping in the median and fencing along US-64 to encourage students to use the existing crosswalk at Laura Duncan/US-64.
- Coordinate long-term solutions with CAMPO’s Intelligent Transportation System (ITS) Strategic Deployment Plan, which includes recommendations for the use of network surveillance through detectors and dynamic message signs along US-64.
- Recommend the Town of Cary consider a study extending Mackenan Drive to Regency Parkway over US-1 via a new bridge as part of the next Comprehensive Transportation Plan update.

Cary Areas of Disagreement with the study recommendations:

- Superstreet concept on US-64 between Edinburgh Drive and Mackenan/Chalon Drive and its associated restrictions on left turns and cross access.
- 6-lane ultimate cross-section for US-64. Preservation of US-64 at 4-lanes is desired instead.

Cary Proposed Additions to study recommendations:

- Designate a toll-free NC-540 bypass of [the new] Business 64, based on feedback from Save 64 citizen advocacy group).
- Rename the current US-64 corridor “US-64 Business/Tryon Road”, based on Save 64 citizen advocacy group.
- Label the section of NC 540 between US 64 and US 1 as the US 64 bypass prior to opening NC 540 to traffic

North Chatham Volunteer Fire Department – John Strowd, Chief – Mr. Strowd provided the following letter with comments on the study:

North Chatham Fire Department provides fire, rescue and medical first responder service to northern Chatham County. Our district covers about 180 square miles, which a portion is along the proposed change in the Highway 64 corridor. Along, with the fire station on Highway 64 (North Chatham Station 16) being affected with the highway change, the fire district crosses the highway at Mt Gilead Church Road, Big Woods Road, Farrington Road, and Highway 751 which is part of our rated fire district. There are three concerns that I would like for DOT to consider; travel distance, response time and safety.

If the access for the Fire Station on Highway 64 adds road mileage or travel distance for that fire station or any of our fire stations to respond to emergency calls in our district, it could cost taxpayers. North Chatham Fire department currently has a 6 ISO rating in the 5 mile district and 9E rating in the 6 mile district. Homeowners living within 5 and 6 miles from the fire station by road miles receive an insurance reduction in premiums. If a homeowner is outside of a rated fire district, there insurance premiums increase tremendously, if they can even get insurance. In some cases, the homeowner could lose there insurance coverage because they may be in an unprotected fire district or Class 10 Fire District. Depending on how the cross over or access is made at Highway 64 and Mt Gilead Church Road intersection, North Chatham Station 1 travel distance for homeowners could also be effected.

Response times to any emergency are critical, North Chatham Fire Department has 5 fire stations, and all are equally important and depend on each other. North Chatham is a combination department with volunteers and career firefighters. Depending on location of emergency, north or south of Highway 64 in our fire district, time is of the essence. In many situations apparatus and POV’s will be crossing Highway 64. The proposal by DOT could pose delays in travel, along with





confusion for responders traveling the road way. This highway change does not only effect the response to emergency calls in the North Chatham Fire District, but responses to other departments that may request our services such as Moncure, Pittsboro and Apex Fire Departments

My most important concern for DOT to consider is safety. If Highway 64 is changed to make this a super highway, I'm sure that speed limits will increase. Most of the accidents that North Chatham has responded to have been related to speed of vehicles. Increasing the speed on this highway will provide more opportunities for accidents, along with providing a more dangerous environment for emergency responders. Highway accidents that fire departments respond to pose some of the most dangerous situations for responders. Both getting to the emergency and safety for personnel at the scene. In several situations the fire department has requested for a highway to be shut down for a period of time; for the safety of responders and the public. On occasions, a portion of Highway 64 in our fire district had been re-routed through Mt. Gilead Church Road, Big Woods Road, and Farrington Road. I'm assuming that these secondary roads could not handle the magnitude of traffic you are describing, and there would be very little chance of shutting down a highway such as this one. When it comes to blocking lanes or having lanes shift over for any emergency, in the past it has been the responsibility of fire and sheriff departments to handle the situation. There has been very little help from DOT in Chatham County to help with signage and barricades in a timely manner on past experiences. I have not heard of any traffic assistance offered on this roadway by DOT for accidents or stranded motorists that some areas have. So this throws the burden and danger on emergency services to handle traffic, until DOT can provide the necessary assistance.

I realize that it takes years of planning to keep traffic moving at a reasonable speed and time. I'm trying to look for advantages and benefits for the fire service of having this new improved Highway 64. I'm deeply concerned about the exposure and safety of personnel, response delay and lack of fire protection in some area's of our district that could be created, if this highway project is approved.

Haw River Assembly - Elaine Chiosso, Haw Riverkeeper and Executive Director – Ms. Chiosso provided the following letter with comments on the study:

The Haw River Assembly is a non-profit organization whose mission is to protect the Haw River and Jordan Lake. Our concerns about the April 2010 draft study report on the US 64 Corridor will be quite short at this time, since an EIS has not been done for the project yet. They are as follows:

1. Jordan Lake is already impaired due to excess nutrient pollution. Regulations have been passed by the state to reduce the sources of this impairment from every contributing entity - including DOT.
2. We oppose both the short and long term plans for "enhancing" or widening the US 64 corridor east and west of Jordan Lake as it will create new sources of pollution - both during and post construction - to the Lake through construction sediment, increased impervious surfaces and increased total vehicle emissions. These impacts cannot be considered "minimal" for a lake that is already degraded.
3. This is not the time to be looking at how to move more cars more quickly on roadways, but rather to find alternative solutions to transportation that do not create more greenhouse gases. Bigger roads are no longer the answer to our future.

We will continue to be involved in public discussion concerning this project and hope our elected leaders will understand that its benefits are far outweighed by its costs.

Chatham Citizens for Effective Communities – Loyse Hurley, President – Ms. Hurley provided the following letter with comments on the study:

Chatham Citizens for Effective Communities, Inc. (CCEC) is a grassroots citizen organization with hundreds of citizens on our list serve. We respectfully offer the following comments on the DOT's April 2010 draft study report on the US 64 Corridor.

One issue that needs immediate attention is the safety issue at the intersection of Rte 751 and US 64. The DOT currently acknowledges the serious problem at this intersection. The above average incidents of crashes at this intersection need to be resolved immediately and should not wait until any short or long term plan is accepted. There must be immediate measures that can be implemented to prevent or reduce these accidents and save lives.

As stated in the report the intention of the DOT is to develop a master plan that will enhance mobility and safety along US 64 while balancing community access and interests. This goal has not been met for Chatham County.

Outlined below are several of our issues that lead us to this conclusion:

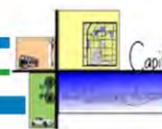
SAFETY - SHORT TERM PLAN

1. The short-term proposal calls for only 5 access points (or intersections) within Chatham. US 64 is an evacuation route in the event that the Shearon Harris nuclear facility has a critical incident. Limiting the roadway to only 5 access points will delay the prompt evacuation of Chatham citizens in the event of an emergency. Currently, people are able to access this road directly from their homes and businesses, which allows for a more rapid evacuation.
2. These same limited access points will increase emergency response times within our community. This problem is not resolved by the DOT's statement that a decrease in traffic flow, congestion and increased speeds will make up this response time.
3. These same increased response times may raise the fire insurance rates for customers within this area.
4. The area involved with this proposal includes Jordan Lake. Although the DOT believes that synchronized traffic lights will solve any U-turn Superstreet problems, we respectfully disagree. Boats being trailed by cars, trucks and RVs during the peak usage of the lake will interfere with the smooth flow of traffic along US 64. During a busy weekend there are numerous boats using the lake and those heading east when coming out of the park facilities will have to cross over US 64 to make the U-turn. Tired drivers hauling boats will, indeed, create an unsafe condition in the late afternoon when they have a limited space to cross over the traffic. Additionally, while synchronized lights are good in theory, frequently they do not remain perfectly synchronized as any experienced driver knows. To rely solely on this as a safety measure is unrealistic.

SYSTEM LINKAGE- SHORT TERM PLAN

1. The DOT's rationale for the plan is based on anticipated growth in the area. Yet, this same anticipated growth does not lend itself to any consideration of mass transit. If the estimated growth requires an expansion of the roadway and such an expenditure of funds, why does this not require consideration of mass transit?
2. Clearly, this report does not address the consideration of the high speed rail line from Richmond, Virginia to Charlotte, North Carolina. Consideration should be given to providing connections to that line as a mass transit alternative.
3. Based upon the 2000 census, the DOT indicates that only 0.2% of Chatham citizens use public transportation as mass transit. This is an interesting observation, since there were no public transportation options available to Chatham citizens in 2000. It is certainly not a valid reason to eliminate any consideration of mass transit in the future. The absence of mass transit considerations appears to us to be a missing component at a critical time of peak oil production and climate change and the need to provide new alternatives to vehicular travel. Furthermore, in 2009, a new bus route with a hybrid/clean air bus has been added along Rte 15/501 and is proving popular with riders as a source of mass transit along that route. Therefore, people will use mass transit if it is available.
4. There are no provisions for park and ride facilities for either mass transit or carpooling.





5. Chatham has many bicycle enthusiasts. While the plan does provide for bicycle lanes, there are not through lanes and there is no direct connection to the American Tobacco Trail from Pittsboro. Furthermore, the proposal calls for bicyclists to make the same U-turns as does vehicular traffic. Not only is this an unsafe condition, but it is also unrealistic. As the DOT acknowledges, bicyclists are not inclined to get off their bicycles and walk across a road. Better planning provisions for connectivity are needed, and as a result this plan is incomplete.

6. US 64 is the only east/west route through Chatham County. In many areas, it serves as a main street within the community. Limited access will cause reliance on interrupted service roads for citizens to conduct their business and access their homes. Already constructed, narrow side roads are also inadequate to handle the rerouted traffic. The conversion of US 64 into a Superstreet with limited access, only serves to create another problem along the periphery of the road. The report does not address this problem.

ENVIRONMENTAL/CULTURAL ANALYSIS - SHORT TERM PLAN

1. As a regional source of drinking water and recreational opportunities, the protection of Jordan Lake has long been a major concern of Chatham citizens. The Department of Water Quality considers the lake as being impaired, and as a result there are newly implemented Jordan Lake Nutrient Rules. We understand that DWQ now considers turbidity to be a problem also. This entire project, both in the short and long terms, is one that will further degrade the lake. While not acknowledged in the report, Jordan Lake is also a source of drinking water not only for Cary but also for Chatham County. Additional pollution increases the costs for treating this water and can pose a safety hazard for Chatham customers because of the additional necessary treatment.

2. In addition to the direct impacts of the project on streams, wetlands, and stream buffers and the increase in impervious surfaces from the project, which the DOT considers to be minimal, there are serious concerns about the construction impacts, including silt and run off, for both Jordan Lake and the Haw River. We do not believe adequate consideration has been given to protection of these valuable resources of Chatham County, nor do we agree that the impacts would be minimal.

3. Inadequate consideration has been given to the New Hope Rural Historical Archaeological District at Big Woods Road. This district was listed in the National Register of Historic Places in 1985. It consists of two separate parcels of land that contain historic archaeological remains of houses and outbuildings that contain intact deposits related to the occupation of the area prior to its acquisition by the Corps of Engineers. The boundaries of the district contain several distinct archaeological sites. US 64 goes right through the middle of one of these parcels. There is no mention of any measures that are proposed to mitigate any adverse effects on this site. While the report mentions a determination was made under 23 USC 138. 4 (f) that this site is not a protected historic resource, this section refers only to the legal transportation requirements. NC General Statutes 121-12(a) requires consultation with Office of State Archaeology regarding this district because it is listed in the National Register of Historic Places and the report omits the results of any such consultation. Furthermore, should Federal funding be used for this project, Section 106 of the National Historic Preservation Act would apply and no mention has been made of this requirement.

LAND USE AND ECONOMIC DEVELOPMENT

1. The citizens of Chatham County have voiced their objection to strip malls as an economic development source and the County has revised certain ordinances to avoid them. Other land use planning is currently being undertaken for the county. The extensive use of service roads contemplated by this report will only encourage strip malls in the short term. Additionally, the project calls for the relocation of established businesses. The loss of such locally owned business will negatively impact the economic development in the county.

2. The county has also expended money, time effort and has had citizen input during the development of a strategic economic development plan for the county. The DOT proposal runs contrary to this plan in the short term and certainly will negate economic development for the long term.

3. A major transportation route along US 64 is not in the best interests of residents living in the affected area. These residents purchased their homes with the expectation that their property values would increase or at the minimum remain the same. An interstate highway, with limited

access, running past their homes will decrease property values, as well as raise concerns about noise, air pollution and general quality of life issues.

While this report only addressed a small section of the NCDOT's plans for changes to US 64, the overall picture cannot be omitted from consideration. The ultimate plan is for the highway to go from US 1 through Cary and Apex, to the Pittsboro by-pass, then into the western part of Chatham, continuing with a by-pass around Siler City, to Rte. 49, and ending in Charlotte. In the past, the DOT has clearly stated that the purpose of this route is to alleviate the congestion on I-40. Such a plan will not draw people into Chatham County. It would, however, enable people to pass through the county without stopping. It would create a north/south divide of this rural county that would hinder the agricultural, industrial, economic, cultural, recreational and residential interests of the people. This is not in the best interests of the citizens of Chatham, nor is it in the best interests of this rural area.

Additionally, the transportation vision contained within the US 64 Corridor Study Report is, in our opinion, archaic. It speaks in terms of yesterday's concepts, while the rest of the United States is generating new ideas for transportation such as monorail, high-speed trains, articulated, hybrid busses, etc. The outmoded message presented to Chatham County and the State is - more of the same - more and wider highways to accommodate petroleum-based, gas guzzlers without any consideration of future trends. This smacks of a philosophy that says, "We have to do it this way because that's the way its always been done". It appears that the Department of Transportation has directed its planners to use this old concept of road development to solve the I-40 congestion problems by building more roads and eventually duplicating the congestion problems on US 64. It is the "same old, same old" solution that lacks creativity and ingenuity and eliminates any other possibilities.

In conclusion, we strongly oppose this proposal because we do not consider it to be in the best interests of the county's citizens, now or in the future. Therefore, we recommend consideration of other options and suggest that any long term plans for transporting people and goods must include forward-thinking mass transit alternatives such as high speed rail and energy efficient busses that reduce dependence on fossil fuels and automobiles, while affording the potential for enhancing economic development within the state.

Olde Hardwood Estates Homeowners Association – Cynthia Wertz, President – Ms. Wertz provided the following letter with comments on the study:

The Olde Hardwood Estates Homeowners Association is opposed to the recommendations in the US 64 Corridor Study, Wake and Chatham Counties, Corridor Study Report Draft, April 2010. Our homes are located off of N. Pea Ridge Road, which would eventually become a cloverleaf under the study's recommendations. We do not feel that enough consideration has been given to the problems that will be created by the development of a major, super highway with limited access for 19 miles between US 1 and the Pittsboro by-pass. We see no need for this "corridor", especially when the Chatham County Commissioners do not support this as part of their master land-use and economic development plans. We are not only concerned for our neighborhood environment but also for Jordan Lake and the environmental and water quality issues that will be associated with such development.

We are concerned that the proposed "Superstreet" with direct, major street left turns and limited access to US 64 will create a north/south divide in our county, cause problems for our heavy recreational traffic trying to access and leave the various Jordan Lake areas, impede bicycling as there are no thru lanes for bicycles, and create an unhealthy environment of strip malls because of the service roads running along side of HWY 64. The plan will also necessitate relocation of some homes and businesses in our area and create an air and noise pollution for us.





In addition, we do not believe that these changes on this 19 mile stretch of US 64 will impact Raleigh-Charlotte traffic. The problems with the route lie between Siler City and Charlotte, not between Cary and Siler City. Removing the eight or so traffic lights and limiting access to US 64, with all of the associated problems, inconveniences, and huge costs involved, will cut less than 10 minutes from the driving time and would hardly motivate those who currently use I-40 and I-85 for the Raleigh-Charlotte trip to switch to the US 64 route.

League of Women Voters in Chatham County – Cynthia Wertz, Chatham Unit Chair – Ms. Wertz provided the following letter with comments on the study:

The League of Women Voters in Chatham County is opposed to the recommendations in the US 64 CORRIDOR STUDY, WAKE AND CHATHAM COUNTIES, CORRIDOR STUDY REPORT DRAFT, APRIL 2010, to develop US 64 between US 1 and the Pittsboro by-pass into a "Superstreet" with direct, major street left turns and to limit access to US 64 to five Chatham County intersections with the eventual creation of cloverleaves at these intersections. We are also concerned about the short time for review and comment by the public on the Corridor Study and request an extension of the response period beyond June 30th.

The League of Women Voters has a long history in support of sound governmental land use planning and management, the development of mass transportation, and the protection of our environment and water quality. We feel that there are concerns in the study in these areas that have yet to be addressed. For example, Jordan Lake is a source of drinking water for parts of Chatham County and Wake County, and it also contains sensitive natural habitats. It is our understanding that federal environmental regulations, required for expanding the highway over Jordan Lake, were omitted from the Study. According to Peter Trencansky, senior engineer with the N.C. United Research Services Corporation, addressing the environmental issues with Jordan Lake will not be "tackled for a good while." Until environmental and water quality concerns and regulations are considered, the Study should not go forward.

Because the Study Report is complex and lengthy, the public response period is short (April- June), the Chatham County Commissioners are dissatisfied with the Report, and there are many unanswered questions by the public, the LWV requests that you extend this public response deadline into the fall. There needs to be more opportunity between the concerned public and DOT to discuss issues such as the impact on the Shearon Harris evacuation plans, the summer boat traffic, and the lack of mass transit planning.

Save64.org – A petition signed by 2,849 individuals was provided by Save64.org that included the following statement:

- We the Voters of and Taxpayers of North Carolina DEMAND the following:
1. We demand that the integrity of the existing community along US 64 in Cary/Apex be preserved.
 2. That 540 between US 1 & US64 be designated as the 64 BYPASS, Toll Free.
 3. That US64 in Cary and Apex be renamed Tryon Boulevard/Business 64 as soon as possible.
 4. We find the US64 Corridor Study to be flawed since it did not consider the fact that 540 would be completed by 2014. We demand that "Super Streets" not be constructed along US 64 in Cary and Apex.

Chatham County – Comments on the study were provided by Chatham County and included the following Executive Summary:

In our May 18, 2009 letter to the NC Department of Transportation (NCDOT) the Chatham County Board of Commissioners expressed serious concerns about the proposal to convert the US 64 corridor through Chatham County to a limited access expressway to Charlotte.

To quote our letter:

We have serious concerns about, and objections to, any plan to upgrade routes 64 and 49 so as to relieve I-40 and I-85. Unless we can be persuaded to the contrary, we plan to present these concerns and objections in an effort to cause the entire proposal to be reconsidered...

NCDOT has since held many meetings regarding the proposal. During those meetings, Chatham County's concerns and questions were either inadequately addressed or were ignored. Further, NCDOT held specific community meetings for the Wake County communities and did not give Chatham citizens similar opportunities to be heard. In fact, at a community meeting held at Green Hope High School in Cary, Chatham commissioners in attendance were told that only comments regarding the Wake section of the project were to be heard.

It is an understatement that we believe we have been relegated to second tier status as citizens given the obvious impact such a plan will have on Chatham County. Given that our initial concerns have not been addressed, the Chatham County Board of County Commissioners concludes that the NCDOT should abandon the plans to make US 64 a speedway to Charlotte.

NCDOT has not performed due diligence on the US 64 corridor plan and how it will impact the county's natural and economic resources. We believe studies done thus far have failed to adequately consider the labyrinth of issues that are critical to making decisions about this very important transportation issue.

Below are brief notes from various Chatham County advisory boards that the commissioners rely on for feedback on such issues. Several county departments or offices also have shared concerns. We also invited citizen comments and by a 35 to 1 margin they opposed the NCDOT plan for US 64.

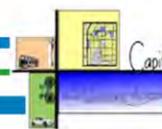
We have provided highlights of key points below and have attached the full comments of each advisory board for your consideration and use.

ECONOMIC DEVELOPMENT CORPORATION (EDC)
In its findings, the Chatham County EDC offers several observations. The primary outcome of the proposal as written is the conveyance of traffic. The plan needs to have a more thoughtful, purposeful, and holistic view of this plan. The roadway needs to be designed to enhance opportunities for inclusion of Chatham County within the regional growth strategy of central Carolina, not detract from it. Currently, the design ignores consideration for population and economic growth outside the immediate Raleigh and Research Triangle area.

- A long-term super highway plan as proposed negates or ignores the basic tenants of Chatham County's adopted Economic Development Strategic Plan, which includes:
- Development of smart growth commercial/employment nodes along US 64
 - Development of Chatham County as a preferred regional location for emerging innovative growth companies
 - Eco-tourism, including cycling
 - Leveraging advantages of Chatham County's rural character
 - Attraction and integration of businesses with the growth in the Research Triangle area
 - Leveraging Chatham County's high quality of life as a natural asset for local economic development

It is the NCDOT's role to build and maintain roads. In doing so, the NCDOT has the fiscal responsibility of ensuring the best leveraging of resources and opportunities. State and Federal tax dollars will eventually fund this project. Therefore, it is imperative that consideration be given first in managing the need and the scope of the project, and second, in ensuring that, if the project moves forward, it is designed in a manner that leverages opportunities beyond the simple conveyance of traffic.





The NCDOT needs to give fair consideration to sustainable transportation alternatives for North Carolina and the region, including "demand management" mass transit, rail and buses. The study does not appear do this in any detail.

Route US 64 in Chatham County should not be designed as an interstate-style roadway. Chatham County must have sufficient accessibility to this important corridor, and should not be bypassed so that it can take advantage of regional economic opportunities. Therefore, the idea of a 'super-highway' should be abandoned for a more reasonable approach to conveyance and access.

Roundabouts should be considered for major intersections, rather than the proposed superstreets and interchanges. Roundabouts would enhance the county's ability to efficiently use adjacent properties for smart growth commercial/employment nodes.

Design should minimize disruption to existing business nodes and commercial property.

PLANNING BOARD

The Chatham County Planning Board has many concerns that the superstreet intersection improvements, with the increase in the number of stop lights, will not improve traffic flow or provide adequate access to the existing businesses. The Planning Board further notes, "... We believe that the land use-transportation connection was not well made. Development patterns, travel and traffic patterns, and transportation modes will be different in 10 to 20 years than they are now, but the Study does not appear to account for this ongoing growth. Separation of access points and turning movements with frontage roads should be addressed as a priority, or development will significantly change the scope and cost of future Improvements. We also believe that the Section 4(f), federal requirements dealing with historic and parks and open space, were largely ignored in the study and need to be revisited."

One concern in particular is the safety of the superstreet improvements, especially for recreation traffic near Jordan Lake (such as vehicles towing boats). The Planning Board is concerned that this street design has not been tested in an environment populated with a significant number of oversize vehicles.

TRANSPORTATION ADVISORY BOARD

The Chatham County Transportation Advisory Board has significant areas of concerns. First is safety of the proposed superstreet design. Based on their experiences, the board questions whether the superstreet configuration is safer or more efficient than other intersection configurations. "We are concerned about vehicles, bicyclists and pedestrians traveling along, attempting to cross, or making a turn at these intersections."

Second, their overarching comment relates to the study's fundamental objective - to create an alternate route for vehicles travelling between Raleigh and Charlotte. "We feel that the overwhelming importance placed on regional traffic has diminished the focus given to local travel needs. We also feel that by framing the problem in terms of vehicle mobility, the study has been severely limited in its ability to explore all transportation and related solutions. For example, the planned improvements to high speed rail in this same corridor could potentially address most, if not all, of the regional mobility issues."

The board's specific comments are grouped into four areas of concern: (1) Timeliness of the assumptions that form the basis of the recommendations; (2) Insufficient exploration of other modes or travel demand strategies; (3) Safety of the proposed superstreet design; and, (4) Consideration of other issues directly related to the project.

ENVIRONMENTAL REVIEW BOARD

The Chatham County Environmental Review Board notes that much more information is needed about the environmental impacts associated with implementing the proposed US 64 Corridor Study.

It is no longer credible to consider air quality, natural and cultural areas and water resources as expendable in order for automobile transportation to be more convenient. The world is changing, and it would be folly not to take into account the realities of the future, including the need to decrease our reliance on petroleum products and the need to mitigate and plan for the effects of climate change.

Specific comments about the study from the Environmental Review Board include the need for corrected or additional information concerning (1) Noise and air pollution; (2) Natural heritage and park lands, (3) Headwater and impaired streams; and (4) Historic properties and environmental justice.

EMERGENCY OPERATIONS

These officials are concerned about evacuations routes should an event at Shearon Harris Nuclear Power Plan require a mass exodus from the area.

FIRE MARSHAL

Fire personnel point out that fire response times may increase with limited access proposed in the corridor.

SCHOOL BOARD

The Chatham County Board of Education notes that the plan as outlined by NCDOT would present longer travel times for students riding buses to school and creates hazards on the superstreets and turns because of the size of the vehicles.

SUMMARY

We believe that no phase of this project should go forward until a full environmental impact statement has been prepared for the entire project -from its starting point in Raleigh to the termination point in Charlotte.

For the Chatham County area, NCDOT has not provided enough information in this study to guide important decisions concerning natural resources of critical importance, including Jordan Lake, the Haw River, and other water bodies. Based on the information in this study, it appears to us that a major plan to increase the size and traffic capacity of US 64 in Chatham County will be detrimental to the environment. A better idea would be to step back from this scenario, and look at ways to bring mass transit to Chatham, particularly between Pittsboro and Raleigh along US 64.

In the final analysis, the Board of Commissioners believes the proposed plan is a bad idea for Chatham County, the region and for other North Carolina citizens. Until such time as the issues expressed herein are adequately addressed, the Chatham County Board of Commissioners opposes the proposed plan.

The following elected official submitted written comments on the Draft Corridor Study Report:

Representative Nelson Dollar – North Carolina House Representative Nelson Dollar provided the following letter regarding the US 64 Corridor Study:

The US 64 Draft Corridor Study Report represents years of hard work and a sincere effort to listen to public concerns raised regarding the options for US 64 in Wake County; however, the Study Report fails to adequately address these concerns or to aggressively pursue appropriate alternatives. The most important value we must protect is the unique community which has grown and prospered between the Towns of Cary and Apex along US 64. This area has been nationally recognized as one the most desirable neighborhoods in the Nation and we cannot afford to effectively cut this community in half.





The most glaring deficiency in the Draft Report is the need for a more substantial effort to dually designate NC 540 as US 64 Bypass. This is critical to preserving the character and prosperity of the Towns of Cary and Apex, and the neighborhoods and businesses north and south of US 64 from Davis Drive to the merger with US 1. Just as we have built numerous bypasses around towns all across our State; now is the time to move the bulk of truck and pass-through traffic around this vital community.

The action items which should be in the final Report are; (1) the dual designation of the new section of NC 540 between US 64 and US 1 as US 64 Bypass (extension of the US 1 / US 64 designation to the interchange with NC 540); (2) designation of the speed limit to 45 miles per hour on US 64 Business between NC 540 and US 1; and (4) maintaining the prohibition against twin trailers on the section of US 64 Business.

The Towns of Cary and Apex and citizens along this section of US 64 are strongly opposed to the installation of "superstreets." At the very least the above recommendations, and other traffic flow improvements recommended in the Report, should be implemented and their effect evaluated before the consideration of the "superstreet" option.

My thanks and appreciation goes out to the members of the Study Team, officials of the Towns of Cary and Apex and the many citizens who have participated in this process.

It is my hope that in planning for our transportation needs now and in the future we will preserve the wonderful community which has grown and prospered along and adjacent to US 64.

The following individuals spoke at the CAMPO Public Hearing on May 19, 2010:

Barbara Vaughn – Dr. Vaughn made the following statement:

"The following statements should be incorporated into the Executive Summary, and into appropriate sections of the plan:

1. It is recommended that 540 be designated as the 64 BY-PASS from the interchange at US 64/NC540 to the interchange at NC 540/US 1 (insert in S.1.1). If there is a legal reason that cannot be recommended, that should be stated and the specific reference should be made in the document.
2. It is recommended that the current US 64 in Cary/Apex have its name changed as soon as possible to Business 64/Tryon Boulevard. (Insert in S.1.1, right after recommending that 540 be a BY-PASS).
3. It is recommended that Section 3.3 Short-Term Solution be changed by adding an "s" and labeling it Short-Term Solutions. The following statement made in Chapter 3 under Short Term Solution is not accurate and should be deleted - 3.3.1.2 Superstreet: "The Superstreet emerged as the preferred concept for treating intersections along the corridor..." The stakeholders DID NOT reach consensus regarding the use of superstreets and it did not emerge as the preferred concept. Adequate research regarding the effectiveness, cost and safety of the super street concept has not occurred. The corridor study team may have determined for the purposes of this draft that the super street emerged as the preferred concept. However, the community does not support this statement and the cost is prohibitive, \$19 million +, after you delete \$3.6 million for Lake Pine. The proposed development of super streets should not be suggested as the preferred concept, at this point in time. It is just one of the possible solutions.
4. It is recommended that traffic patterns and traffic flow, as appropriate for a boulevard, along the current US 64, need to be reevaluated by NCDOT approximately 1-2 years after 540 is open to traffic from US 64 to US 1. (Added comment – This is not clearly stated in the plan.)
5. Specific recommendations related to Laura Duncan and Lake Pine intersections should be made in the appropriate 5 year NCDOT plans. The current US 64 in Cary and Apex should be By-Passed and plans should be developed by NCDOT, in conjunction with the appropriate local and regional traffic entities, as appropriate, for preserving the mobility and safety of the local residents, not for through traffic. While the term By-Pass is NEVER used in the Draft Plan, the CST does recommend

on Page 128 that NCDOT Pursue the signing of 64 along NC 540. Based on the description, it is clear that the Study Team was recommending a By-Pass, even though it is not highlighted. The US 64 Corridor Study report should make it clear, in the Executive Summary that it is being recommended that 540, which is already planned for construction, should serve as the 64 BYPASS and that the current US 64 should become Business 64 immediately, reflecting what the road currently is and should continue to be in the future. Numerous residents, along with all of our elected officials, have recommended repeatedly, that US 64 running through Cary and Apex is really a local Main Street/Boulevard. The road should be renamed ASAP to Tryon Boulevard/Business 64 and should be recognized as such. The US 64 Corridor should by-pass Cary and Apex. If US 64 road designation has to be utilized, it should be changed to Business 64 and the road should continue to serve as the towns' main street; now and on a long term basis. The communities of Cary and Apex should be preserved and protected on a long term basis and their main street/boulevard should never be turned into an expressway/freeway for local or through traffic, either on a short term or long term basis. Page 128 of the Draft states that a speed study be conducted along US 64 from Kelly Ridge Road to US 1. Is it really necessary that DOT spend more funds conducting a speed study when it is already clear that US 64 runs past residential areas, businesses and a high school and has its share of accidents. As it is now, with a speed limit of 55 MPH, numerous drivers already drive close to 65 mph and with the residential development, high school and businesses, this road is simply not safe. This road should be re-named to Tryon Boulevard/64 Business. The only cost is for new signs that will require speed reductions. Millions of dollars do not need to be spent to create what will clearly become more traffic hazards for the future and will change the entire feel of the Apex/Cary community. US 64 should not be compared to Capital Blvd – it is simply not an accurate comparison. The CST has recognized that additional study is needed once 540 is operational. Therefore it is inappropriate to make ANY RECOMMENDATIONS regarding any proposed changes in 64 until after 540 has been opened, operating approximately 1-2 years and properly evaluated. The term LOS is not defined anywhere in the study. For a boulevard/main street, it is not appropriate to utilize LOS for only one or two hours a day to recommend millions of dollars of funds be allocated to improve traffic flow might decrease waiting time at traffic lights for approximately two hours a day. Why would you spend millions of dollars to improve traffic flow that might be helpful for only TWO out of 24 hours? The US 64 Corridor Study, May 5, 2010, was not made available to the Public on May 1, 2010 for the 45 day public comment period. Therefore, TAC should not take any action regarding the plan prior to June 18, 2010."

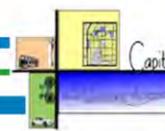
Michael Franklin – Mr. Franklin introduced himself as "Safety Dad". He noted he lives 300' from US 64 and was pleased to see the recommendation for Cary and Apex and there will be no low compression breaking which will reduce the noise level. He recognized this is a business corridor and trucks have to be accommodated and emphasized signage could be of assistance. He indicated if US 64 could be widened and the speed limit reduced for the high school in Apex and send the traffic to NC 540, the problem may take care of itself. He stated it is a dangerous situation with the crossing at Shepherd's Vineyard and there is no signal there resulting in several accidents. He emphasized this crossing should be included in the plan. He stated there are other ways for people in Shepherd's Vineyard to get to the highway system noting they could go to the stop light 1/2 block away. He reiterated this is a dangerous situation.

Kim Coley – Ms. Coley indicated she is a mother and uses US 64 3-5 times a day noting she transports her children to school, the library, swim practice, church, etc. She stated she is a resident of McGregor West. She urged that her family be considered and not make this a super street and would like it lowered. She noted in two years her child will be attending Apex High School and asked that the "Mommies" be considered.

The following individuals submitted written comments on the Draft Corridor Study Report:

Beverly Beacham – Ms. Beacham stated that after she looked at the short-term, long-term, and Appendix D, she is still unsure of how the new intersection for US 64/Laura Duncan Road will affect her property. She inquired about how the new roundabout will affect her property and the property behind





her house. She also inquired if there are any plans for a noise barrier because the noise is already unbelievable.

Michael Bird – Mr. Bird occasionally drives the US 64 corridor and thinks it is horribly congested, more so in the late afternoon and something needs to be done. He stated that he owns property in Chatham County and will live there in the future requiring him to commute on this corridor to work in Raleigh. He stated that he is in favor of the solutions that maximize traffic flow and minimize the number of traffic lights; whether it is a freeway, expressway, or superstreet. He stated the need for a safe and convenient mechanism for pedestrian and bicycle crossings at the Laura Duncan Road intersection. He suggested that bicycles not be allowed to cross US 64 unless a dedicated lane is provided or unless they cross as pedestrians (in the dedicated pedestrian crossing).

Joe Ferguson – Mr. Ferguson was impressed by the roundabout and suggested looking a roundabout in Ireland he saw as a possible design to fit into the US 64 project.

Ryan Glover – Mr. Glover stated that his family has lived in Knollwood for over 20 years right where the proposed ramps will be. He stated that many houses will be destroyed and there will be an unbelievable amount of noise to come from all the traffic. He thinks there has to be a better way to spend tax payers' dollars and the tax payers are already footing the bill for NC 540 plus the toll.

Reggie Honbarrier – Mr. Honbarrier stated that he and his brother own a self storage facility in Apex and he is very concerned about their access to US 64. He stated that the access is vital to their small business. He inquired if their access will be affected and if so, how; and inquired when any changes to US 64 in front of their business will take place.

Pearl McLaughlin – Ms. McLaughlin is not sure she likes the idea of a roundabout because they are thoroughly confusing and she prefers a different solution. She stated her concern about the speed limit of 55 mph through a school zone and business on US 64 and strongly suggested changing the speed limit to 45 mph all the way through Cary and Tryon Road.

Fred Shipp – Mr. Shipp stated that before his tax dollars go to expanding roads, he thinks the first priority would be to fix the existing roads and pick up the trash along our highways. He stated that he thinks there is five times as much trash along our highways than any other area.

Stuart Smith – Mr. Smith is outraged by NCDOT's plan for US 64 because the DOT does not have the funds, and thinks the road is fine the way it is, and no changes are needed or wanted. He stated that the changes proposed would damage Chatham County businesses and destroy the unique rural character Chatham currently displays. He also stated that professors facing job losses due to the dwindling NC budget is a more important matter than expanding a road.

Darryl Wally – Mr. Wally stated that his support is split after looking over the DOT proposal for Chatham County. For the Short-Term he votes for the Short-Term Plan for areas east of Jordan Lake and the No-Build Plan for areas west of Jordan Lake. For the Long-Term Plan he votes for the Long-Term Plan for areas east of Jordan Lake and votes for the Short-Term Plan for areas west of Jordan Lake.

Brittanay Baese – Ms. Baese thinks the project will ruin her neighborhood. She demands the integrity of the existing community along US 64 in Cary and Apex be preserved and that super streets not be constructed along US 64 in Cary and Apex.

Judith Butt – Ms. Butt agrees with the comments of the Save64 organization and that the integrity of the existing community along US 64 in Chatham, Cary, and Apex needs to be preserved. Ms. Butt expressed her disappointment that this issue and other issues raised have not been addressed in the proposal and have not been part of the ongoing planning.

Rod Henderson – Mr. Henderson agrees with the opinions of Save64. He stated that he has experienced the superstreet in Wilmington and feels it is inconvenient and scary trying to get in and out of the shopping centers. He feels a superstreet should not be necessary if NC 540 is properly utilized.

Kelly Keller – Ms. Keller inquired why the intersection of Edinburg and US 64 was not included for roundabouts. She states that this intersection is the main exit for residents of MacGregor and MacGregor West and members and staff of the MacGregor Country Club, as well as an access point for the shops and restaurants in MacGregor Village. Ms. Keller stated that she would rather not see any changes to the existing traffic signals, but if changes need to be made a roundabout should be considered.

Deborah Lanuti – Ms. Lanuti stated that this new construction should not be allowed to happen. She stated there are bad roads and bridges in other parts of the state that would welcome the development. She stated the project will kill the businesses and that the plan does not fit the community.

Douglas Lee – Mr. Lee requested that the NCDOT reconsider the plan to change US 64 through Cary and Apex because he feels the modifications will further increase the traffic on this stretch of the highway.

Cathy Lindsey – Ms. Lindsey lives off of US 64 near NC 751 and stated that she has seen US 64 grow from a country road to major thoroughfare and thinks that progress should be better managed to assure a good quality of life. She does not agree to turn US 64 into a super highway for commuter traffic and thinks it would be better to utilize the new NC 540 outer loop.

Rick Rambo – Mr. Rambo lives off of US 64 near NC 751 for 15 years and in that time US 64 has grown from a two lane road to the divided highway it is currently. He stated that he has not seen an increase in traffic from Charlotte, but has seen an increase in local traffic and people looking for alternate routes to and from RTP. He thinks the best route will be NC 540 or NC 55.

Lynn Thomas – Ms. Thomas asked that comments from Save64 be considered and to let NC 540 be completed before making any decisions. She suggested changing the name of US 64 to Tryon Boulevard and reduce the speed limit near the high school to 35 mph.

Rebekah Cowell – Ms. Cowell inquired if the DOT is considering the Chatham Board of Commissioners request to extend the comment period (until Sept. 1, 2010) and when the DOT will know if they are extending the comment period. She also inquired about the evacuation route for Shearon Harris once access is limited and fire response times.

Douglas Lee, Alison McDonald, Jack and Kay Farmer, Rod Henderson, Deiree Kettler, Graham Lythgoe, Allan Phillips, Thomas Upchurch, Tony Wiseman, Atefeh Nayrnouri, Paul and Phyllis Page, Cindy Bernstein – Received 12 comments that included the following letter:

- We demand that the Integrity of the existing community along US64 in Cary/Apex be preserved.
- That 540 between US1 & US 64 be designated as the US 64 BYPASS. Toll Free.
 - That US64 in Cary and Apex be renamed Tryon Boulevard/Business 64 as soon as possible.
 - We demand that "Super Streets" not be constructed along US64 in Cary and Apex.
 - We find the US64 Corridor Study to be flawed since it did not consider the fact that 540 would be completed by 2014.

WE DEMAND THESE SHORT-TERM RECOMMENDATIONS:

1. 64 BY-PASS: NC 540 from US 64 to US 1 should be specifically recommended to serve as the 64 BY-PASS and should be toll-free. The NDCOT Plan states: "The Corridor Study Team recommends that NCDOT pursue the signing of US64 along NC540". What does this mean Mr. Thomas?
2. 64 should be re-named to Tryon Boulevard/Business 64 as soon as possible: Since the "goal of the study is to develop a master plan to preserve and enhance the mobility and safety along US 64, while balancing community access and interests" the plan should recommend that US64 be SIGNED as a Boulevard/Business 64 since that is how it is currently utilized, and should continue to be utilized in the future.





3. NO "SUPER STREETS" should be recommended for the short-term: At least 9 Superstreets are proposed to be implemented in the short term at a projected cost of approx. \$22.6 Million.

Implementation would require years of construction and disruption to the community, businesses, employers and homeowners taking place along US 64. With superstreets, you would not be able to make any left turns, or go straight across US 64; you will have to turn right and then immediately get into the left lane to make a left U turn! It's simply not going to be easy, faster, or safe, even though the DOT engineer's insist this will be safer. How is this safer Mr. Thomas?

WE DEMAND THE FOLLOWING LONG-TERM RECOMMENDATIONS:

1. Recommendations for future changes in Tryon Blvd/Business 64 should be made after NC 540 has been open for approximately two years.
2. The cost estimates for long term solutions (\$298.2 million +) indicate that the recommendations for the long term for 19 miles are too expensive and should be modified. With all due respect that would be \$298.200 million of "AFTER TAX" TAXPAYER DOLLARS Mr. Thomas.

Christopher Heaney – Mr. Heaney is a resident of Durham who appreciates NC's rural areas and for all the environmental and economic reasons raised by the Chatham County Commissioners. He urges the DOT to avoid the planned expansion of US 64 in and around Chatham County. He expressed concern about damage to Jordan Lake, impacts on small local businesses, and the lack of funding for this project and the DOT is moving ahead with planning. Mr. Heaney suggested focusing on mass transit between and within cities.

Amy McKeown – Ms. McKeown is concerned that construction would affect property values and increase the ambient noise level in the surrounding area. She stated she learned from Save64.org that the study does not take into account the 2014 completion of NC 540 and she thinks the project is a waste of money if NC 540 will be completed by 2014. She suggested using NC 540 as a bypass instead of constructing super streets and also feels that the proposed toll will affect businesses near the Apex mall on Hwy 55.

Barbara Vaughn – Dr. Vaughn inquired how adding 8 additional signals and eliminating left turns from side streets at a cost of \$22.6 million will be safer, faster, or cost-effective, why a toll-free bypass was not recommended, and why signing US 64 as a boulevard was not recommended. She inquired if cost was the reason to move addressing Laura Duncan to long-term implementation, why can't the cost for the superstreet be re-allocated to Laura Duncan. Dr. Vaughn wants to know why the study does not simply say that recommendations for future changes in the current US 64 be made after NC 540 has been open for at least one year and traffic patterns evaluated. She also inquired how the long-term solutions can be justified at a cost of \$298.2 million for 19 miles because if 64 bypasses Cary and Apex, nothing else needs to be done to the corridor.

David Bergmire-Sweat – Mr. Bergmire-Sweat lives in Apex and drives US 64 to US 1 to I-440 every day and is completely against the superstreet concept and the addition of 8 new traffic lights on 64 in Cary and Apex. He does not want tolls on US 64, superstreets or Michigan Lefts in Cary or Apex; and thinks the wishes of the residents should be respects. He is concerned about driver confusion because of unfamiliar traffic flow designs. Mr. Bergmire-Sweat thinks US 64 should be bypassed and become a business route.

Alex Wiseman – Mr. Wiseman agrees with most of the proposed improvements to US 64. He thinks traffic along that route is already miserable during rush hour and it is starting to get backed up at other times as well. He states that the save64 group says that the DOT will be adding 8 new lights, but they failed to mention that the length of the light cycles will be much longer. Mr. Wiseman thinks it would be better idea to build an interchange at Laura Duncan in the short term because he does not like the idea of high school students standing in the middle island. He thinks it might be a good idea to consider a compact SPUI for the Lake Pine intersection and it would probably fit in the existing right of way. Mr. Wiseman cites an example of a compact SPUI in Greensboro at the intersection of I-73/Greensboro Beltway, and W. Friendly Ave. and at I-40 and Gallimore Dairy Road and thinks a compact SPUI is the best alternative instead of the Superstreet. He states that something needs to be done as traffic will

increase, even if US 64 is bypassed on US 1 and NC 540 and that the DOT is going to do something whether the people here like it or not so we should have a plan in place that will move traffic the most efficient way, even if not everyone is going to like it.

Janet Abreu – Ms. Abreu expressed her opposition to the project. She is concerned about how only having 5 access points on US 64 in Chatham will affect the community and emergency response times, the lack of consideration for mass transit, the design of the bike lanes making cyclist dismount and walk, environmental damage to the Jordan Lake and Haw River, and the proposed service roads encouraging sprawl strip malls. Ms. Abreu stated that plan is inconsistent with the County's economic development plan.

Jason Allbert – Mr. Allbert suggested that NC 540 be designated as a US 64 Bypass and that it be toll free and existing US 64 be renamed Tryon Boulevard/Business US 64. He is concerned that creating superstreets will cause harm to the surrounding areas, the project is not cost effective, why changes are only being planned for Cary and Apex and not other cities that US 64 passes through, and the changes to US 64 do not account for the traffic changes resulting from NC 540.

Robert Arnold – Mr. Arnold expressed his opposition to the project and is confused about why 8 signals are proposed to be added to the corridor. He thinks adding an overpass at Laura Duncan is ridiculous. He thinks U-turns are the least intelligent alternative.

Jeff Burkey – Mr. Burkey has lived along the US 64 corridor for the last 17 years and thinks the proposed plan will compromise the community for the sake of transportation efficiency. He thinks the funds for the US 64 project should be put into making NC 540 a non-toll road then using NC 540 as a bypass.

Walter Coleshill – Mr. Coleshill expressed his disappointment in the DOT for not granting Chatham County citizens an extension for public comment. He is concerned that limiting access on US 64 will place a north/south divide in the county, it will increase emergency response times, and will affect evacuation routes from Shearon Harris. Mr. Coleshill is also concerned about boaters maneuvering through u-turns, environmental damage to Jordan Lake and Haw River, bike lanes making cyclist dismount and walk, the proposed service roads encouraging sprawl strip malls, the plan being inconsistent with the economical development plan, and the relocation of homes and businesses.

William Falconer – Mr. Falconer expressed his disappointment in the DOT for not granting Chatham County citizens an extension for public comment. He is concerned that limiting access on 64 will place a north/south divide in the county, it will increase emergency response times, and will affect evacuation routes from Shearon Harris. Mr. Falconer is concerned about drivers hauling boats maneuvering through u-turns, environmental damage to Jordan Lake and Haw River, bike lanes making cyclist dismount and walk, the proposed service roads encouraging sprawl strip malls, the plan being inconsistent with the economical development plan, and the relocation of homes and businesses.

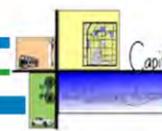
Jim Kochanski – Mr. Kochanski is concerned that a roundabout at Laura Duncan will only make things worse and suggested an underpass like at the Hwy 55 interchange. He does not support left turns and thinks the median should be a continuous barrier except for at major intersections.

Ian and Debbie Quarmby – Mr. and Mrs. Quarmby think that the project is not cost effective and that it will damage their community. They support the elimination of the toll on NC 540 to encourage use of this road as a bypass and are strongly opposed to superstreets.

Marty Warner – Mr. Warner thinks that the Integrity of the existing community along US64 in Cary and Apex needs to be preserved. He lived in Michigan and supports right turns to go left, but thinks right turns to go straight makes no sense. Mr. Warner thinks the following changes should be implemented:

- That NC 540 between US1 & US 64 be designated as the US 64 BYPASS. Toll Free.
- That US64 in Cary and Apex be renamed Tryon Boulevard/Business 64 as soon as possible.
- That "Super Streets" not be constructed along US64 in Cary and Apex.





Neill Bloem – Mr. Bloem is disturbed by the proposed changes and thinks superstreets will cause frustration and the businesses on US 64 will go under because of this frustration. He thinks NC 540 extension should be taken into account before deciding to waste \$200 million in a down economy.

Gretchen Gochenauer – Ms. Gochenauer suggests fixing the interchange at US 64 and US 15-501, looking at a railway from Charlotte to Raleigh, instead of a limited used freeway, and thinks better designs for mass transit will shape our future and lead to better lifestyles for all.

Mark Greenhalgh- Mr. Greenhalgh asks that the project be canceled and consider the quality of life for residents in the area. He states that the redesign of US 64 seems unnecessary given the planned NC 540 project and that safety can be improved by reducing the speed limit.

Bianca Howard – Ms. Howard’s reaction to the report was that these improvements are not urgent or necessary. She drives this corridor occasionally from Raleigh to Charlotte and enjoys the many stops in western Wake and eastern Chatham and does not like the nonstop nature of I-40. Ms. Howard thinks the project might be valued by the weekday drivers, but she is worried it will destroy the feel she appreciates as an occasional commuter.

Jim Rappi – Mr. Rappi is opposed to the super street idea. He regularly utilizes US 64 for commuting and frequents the business on the road and would take his shopping dollars elsewhere if the proposed changes were implemented. He suggests the study be revised because it neglected to take the 2014 completion date of NC 540 into account, the propose changes to US 64 not be implemented, 540 be designated as the US 64 Bypass and no toll be implemented on NC 540 between US 1 and US 64.

Anne Raymer – Ms. Raymer is strongly opposed to the changes that are being proposed. She is concerned that the road expansion will decrease their home values, 64 will become more congested. Ms. Raymer suggests renaming US 64 Tryon Road West/Business 64 and using US 1 and NC 540 as a bypass, with NC 540 being toll free.

Sue Schwartz – Ms. Schwartz lives off Buckner–Clark Road, which intersects with US 64 and feels US 64 should not become a high-speed limited access highway.

John Zweighaft – Mr. Zweighaft is concerned that the planning process does not recognize the suburban needs, and places a higher priority on capacity along the route than the desires of the community it disrupts. He thinks intersections should improve local safety and expedite crossing vehicles, bicycles, and pedestrians while being visually attractive. Mr. Zweighaft suggests building a road like Cary Parkway or the new sections of Davis Drive. He thinks the community aesthetics of the US 64 plans should be improved or this area should be bypassed using NC 540 and US 1 or construct a new section of 64 through the intersection of US 64 and NC 751 to the intersection of NC 540 and South Salem Street or Barbeque Road.

MaryPhyllis Horn – Ms. Horn expressed her opposition to the conclusions drawn by the Corridor Study Report and is disappointed by NCDOT’s denial of a request to extend the comment period. She is concerned that limiting access on 64 will place a north/south divide in the county, it will increase emergency response times and therefore increase insurance rates, and will affect evacuation routes from Shearon Harris. Ms. Horn is also concerned about boaters maneuvering through u-turns, environmental damage to Jordan Lake and Haw River, bike lanes making cyclist dismount and walk, the proposed service roads encouraging sprawl strip malls, the plan being inconsistent with the economical development plan, and the relocation and reduced value of homes and businesses.

Michael Smith – Mr. Smith expressed his opposition to the conclusions drawn by the Corridor Study Report and disappointed by NCDOT’s denial of a request to extend the comment period. He is concerned about the water quality and potential environmental impacts to the Haw River/Jordan Lake watershed.

Jennifer Pongonis- Ms. Pongonis is concerned about having a superstreet constructed in front of her house.

Michael Franklin – Mr. Franklin stated that as a Cary resident he feels that the objectives for the section of US 64 from Kelly Road to US 1 are different from the community and NCDOT viewpoints. He feels that community stakeholders want to reduce traffic and improve safety, while NCDOT desires to include a superstreet to carry additional traffic. Mr. Franklin recommended that large trucks should bypass this section of US 64 along a toll free NC 540. He also supports the recommendation for the no compression brakes ordinance and feels that the Shepherd’s Vineyard intersection median should be closed.

Frederike Jayes – Ms. Jayes stated that she does not believe that the Cary and Apex communities should be torn apart by the superstreet. She also stated that she does not prefer an intermediate solution as it will prolong the amount of time that construction is occurring. Ms. Jayes strongly opposes the superstreet solution and stated that she would prefer traffic circles.

Libby Toal – Ms. Toal demanded that superstreets not be constructed along US 64 in Cary and Apex because she rarely has a problem with traffic in that area.

Daniel B. Martin – Mr. Martin inquired about the Long-Term Solution which calls for construction of a Collector-Distributor road in the vicinity of the US 64 – Fern Valley intersection. He inquired if the construction of the C-D road will require any homeowners in the Castlewood subdivision to relinquish part of their land. He stated that the C-D road will cause additional traffic noise to infringe on those Castlewood homes nearest US 64 and inquired if the proposal includes building a barrier wall or other sound-abatement structure to minimize this adverse effect.

Paul Benbow – Mr. Benbow supports a bypass using NC 540 & US 1. He states that slowing people down on US 64 is important and that he will be happy if the improvements include lower speeds, intersection changes for increased green time, and bypassing through traffic. He also suggested labeling the existing US 64 as US 64 Business.

Dave Nixon – Mr. Nixon stated that he has seen little mention about any mitigating effect that NC 540, as a possible bypass, might have on traffic volumes transiting US 64 through the Apex/Cary portion of the corridor and inquired about NCDOT’s position on this. He inquired about how NCDOT decides where to invest their 30 year planning resources and inquired how much money has NCDOT spent on the US 64 study and if it is routine for NCDOT to conduct studies for which there may never be funding to implement and study recommendations.

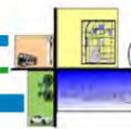
Karl Bauer – Mr. Bauer thinks the roundabout design was very innovative and that he agrees with the plan that it is not practical, feasible, or functional to use US 1 as a bypass for US 64 in Cary and Apex. He thinks traffic should stay on US 64 and not be pushed over to US 1.

Jack and Kay Farmer – Mr. and Mrs. Farmer think NC 540 will provide a bypass and save the state millions by not building the super street.

Alison McDonald – Ms. McDonald is against the super street along US 64 in Cary/Apex. She stated that the study is flawed because it does not take into account the completion of I-540 and it does not address residents who need to cross US 64. She inquired why a US 64 bypass can be built on the east side of Raleigh but not on the west side that takes advantage of US 1 and I-540.

Pauline Williams and Daniel Borgmeyer – Ms. Williams and Mr. Borgmeyer do not think a final plan for US 64 is possible until the ramifications of opening NC 540 are known. They think NC 540 should not be a toll road, US 64 should be renamed Business 64, and NC 540 should be used as a bypass preserve the safety and quality of life in the neighborhoods along US 64. They suggest reducing the speed limit from MacGregor Downs to Laura Duncan and constructing bicycle lanes to reach each business.





Cheryl and Pat Quick – Mrs. and Mr. Quick expressed their strong opposition to the project and think NC 540 should be used as a bypass to save money.

John and Sue Shell – Mr. and Mrs. Shell think that NC 540 should serve as a bypass to US 64 and do not understand why this project is being pushed if Cary and Apex are against it.

Wilfredo and Dalia Mesa – Mr. and Mrs. Mesa are residents of Cary in close proximity to US 64 and used US 64 to perform their daily errands around the neighborhood. They suggest designating NC 540 as a Bypass and making US 64 in Cary and Apex Business 64. Mr. and Mrs. Mesa are concerned about the affects the proposed changes will have on air quality, noise levels, aesthetics, and their sense of community.

Janyne Kizer – Ms. Kizer remains concerned about non-motorized traffic on and around US 64. She is concerned about the recommendation that the Town of Apex build a bike path for cyclists to cross Jordan Lake because Apex does not have the budget for this and bike paths in the area have historically been poorly maintained. She stated that superstreets are not very compatible for cyclists to cross. Ms. Kizer feels frustrated because Jordan Lake created a lot of dead end roads forcing traffic onto US 64 and thinks the congestion on US 64 is due to unplanned development and a lack of alternate routes. Turning US 64 into an expressway will limit the access for non-motorized traffic. She feels that great care should be taken before limiting the rights of legal vehicles. Ms. Kizer inquired how this project, that seems to adversely affect cyclist, fits in with NCDOT’s Bicycle Policy and how cyclists are suppose to cross US 64 if they are not allowed on US 64.

Ray Albers – Mr. Albers expressed is concern and dismay over the project. He thinks the comment period is too short, but his main concern is losing his “around the lake” bicycle ride that several people gather for every Sunday and does not want see this beautiful area being cut through by a high speed corridor.

Keith Clarin, Esther Belikoff, Joel Moulin – Requested to be added to the project mailing list.

Appendix C: Corridor Study Team Meeting Minutes and Agency Team Meeting Minutes

Corridor Study Team Meeting #1

R E C O R D O F M E E T I N G

To: Corridor Study Team

From: Shannon Cox

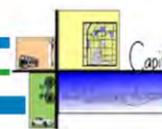
Date: December 12, 2007

Subject: **Report of Meeting, US 64 Corridor Study Team, December 12, 2007, 8:30 A.M, Apex Town Hall.**

A project kick-off meeting was held in the Town Hall of Apex on December 12, 2007 at 8:30 A.M. The attendees were as follows:

- | | |
|------------------|--|
| Brandon Jones | North Carolina Department of Transportation (NCDOT) – Division 5 |
| Brenda Moore | NCDOT – Roadway Design |
| Candace R. Davis | Town of Apex |
| Craig Shoe | United States Army Corps of Engineers (USACE) – Jordan Lake |
| David Monroe | Town of Pittsboro |
| David Wasserman | NCDOT – Transportation Planning Branch (TPB) |
| Derek Parsons | Jordan Lake State Park |
| Dionne C. Brown | NCDOT |
| Ed Johnson | Capital Area Metropolitan Planning Organization (CAMPO) |
| Ed Lewis | NCDOT – Project Development and Environmental Analysis Branch (PDEA), Human Environment Unit (HEU), Public Involvement |
| Jason Sullivan | Chatham County |
| Joe Geigle | Federal Highway Administration (FHWA) |
| Juliet Andes | Town of Cary |
| Kelly Becker | NCDOT – Traffic Engineering |
| Kenneth Withrow | CAMPO |
| Michael Hosey | USACE – Wilmington District |
| Pat Strong | Triangle J Council of Governments (TJCOG) |
| Reid Elmore | NCDOT – Division 5 |
| Rockne Bryant | NCDOT – TPB |
| Russell Dalton | Town of Apex |
| Terry Arellano | NCDOT – TPB |
| Wally Bowman | NCDOT – Division 5 |
| Chris Werner | URS Corporation |
| Jeff Weisner | URS Corporation |
| Kim Leight | URS Corporation |
| Kory Wilmot | URS Corporation |
| Peter Trencansky | URS Corporation |
| Shannon Cox | URS Corporation |
| Mark Freeman | Gibson Engineers |





Welcome

Mr. Wasserman (NCDOT), the NCDOT Project Manager, began the meeting by introducing each of the attendees. A short history of the project was provided, including a synopsis of Phase I of the US 64/NC 49 Corridor Study. Phase I took a big-picture look at the entire corridor and resulted in a corridor vision and a prioritized plan for implementation. As part of Phase I, the US 64 Corridor Study in Wake and Chatham counties, or Phase IIA, was identified as a first priority. Phase IIA is important to the area because of recent growth, an expected continuation of rapid growth that will be facilitated by the extension of NC 540 (formerly I-540) to the area, and because property owners along the US 64 corridor are aware of the project and want to understand how access and other changes along the corridor will affect them. Mr. Wasserman reviewed the major elements and the products that will result from the Phase IIA study.

Introduction of Consultant Team

Mr. Wasserman turned the meeting over to Peter Trecansky (URS), the Project Manager, for the Phase IIA study. Mr. Trecansky extended thanks to the attendees and project selection committee and indicated the consultant team's excitement to work on the project. Mr. Trecansky described the role of each consultant (URS, Simon Resources, Gibson Engineers, and Martin/Alexiou/Bryson [MAB]) and introduced the key individuals from each firm.

Project Management Plan

A binder, including the project management plan, scope, schedule, organization chart, examples of potential study logos and the agenda for the first CST meeting, was provided to each member of the CST. Mr. Trecansky briefly walked-through the contents of the binder with the CST, focusing on the project schedule.

Mr. Trecansky explained that the schedule is divided into CST responsibilities, NCDOT responsibilities and consultant team responsibilities. A total of seven CST meetings are planned. Packages containing information relevant to the upcoming meeting will be sent two weeks prior to each CST meeting. The CST is responsible for reviewing each package prior to the meeting and preparing comments in advance. Mr. Trecansky requested that CST members contact him in advance of meetings with any issues of particular concern. In order to meet the compressed schedule, it is important that CST members review materials and make decisions at the CST meetings. Review of the traffic forecasts will take place outside of the regular CST review periods. Mr. Trecansky stressed the importance of coming out of each CST meeting with decisions made. Mr. Trecansky also pointed out two contract constraints in the schedule: the Construction Cost Estimate for the ultimate solution must be submitted by August 15, 2008 and the Implementation Plan must be completed by September 5, 2008. These contract constraints reinforce the need that the team meets the schedule that has been outlined. The project is planned over an 80 week period. The consultant team will be actively working during 40 weeks of the schedule. The remaining time consists of review and comment periods. Extra time has been allotted for the development of the Memorandum of Understanding (MOU) due to the legal work involved.

Mr. Trecansky gave the CST an opportunity to comment on the schedule and approach that will be used for reviews. Mr. Johnson (CAMPO) commented that, in previous experiences, it has taken between six and eight weeks to develop a MOU, but that it is beneficial to start the process by initiating the establishment of institutional relationships early on. Mr. Trecansky responded that an item will be added to the schedule to begin early coordination for the development of the MOU. Mr. Johnson also commented that the consultant team has revised the approach to the development of traffic forecasts (traffic forecasts were originally to be performed by MAB and will instead be done by Gibson Engineers) and wanted to be sure that plenty of time will be allowed for review of the forecasts. Mr. Trecansky responded that the traffic forecasts were originally scoped as a single task and the team has since realized that there is a need to split the forecast into existing/future no-build and the short-term and long-term solution forecasts. The existing/future no-build forecast is currently being reviewed. Mr. Wasserman indicated that NCDOT is interested in using this study as a model for

other corridor studies throughout the state and encouraged the CST to comment and make suggestions.

Mr. Trecansky indicated that the consultant team expects to conduct a successful study that the CST will be happy to be a part of. The team expects that the CST commit to timely review of materials.

Data Needs

Mr. Trecansky referred to a list of data needs in Section 1.2 of the Project Scope (included in the binder materials). As indicated in Section 1.2, the CST is responsible for providing much of the data needed for the study. Mr. Trecansky requested that members of the CST upload the needed data to the project website (SharePoint), which was described later in the meeting. Mr. Trecansky asked that the CST upload data as soon as possible and let him know if they have only hard copies that they are unable to upload to the site.

Study Logo

Mr. Trecansky presented four possible options for a study logo and asked for comment from the CST. The CST members did not have specific preferences and it was decided that the logo would be chosen by Mr. Wasserman and Mr. Trecansky. The presentation prompted a question about the consideration of aesthetics and incorporation of context sensitive solutions (CSS) into the study by Mr. Johnson. Mr. Johnson asked if there is an appropriate way to incorporate CSS into this study. Mr. Trecansky indicated that, although the implementation of CSS into the corridor will not be encompassed by this project, he expects CSS will be a topic of discussion among the CST during this project. Mr. Trecansky would like to see a framework established in this process for the incorporation of CSS into the corridor. The framework may identify elements that could be included in the corridor design and establish certain standards that could be used consistently across the corridor.

SharePoint Project Website

Mr. Trecansky introduced the SharePoint site that will be used to manage the project and coordinate among the consultants and CST. The site is accessed through the internet and is password protected. The site includes a calendar, discussion board, contact information for the CST and consultant team and areas where data and study documents can be shared. Documents and other data can be uploaded and checked-out/edited from the site. It is expected that the site will streamline the transfer of information among the CST and consultant team. User names, passwords and instructions for accessing and using the site will be sent to the CST by e-mail.

Upcoming Meetings

Mr. Trecansky provided a preview of the topics that will be discussed at upcoming meetings. A second CST meeting will be held the week of January 21-25. Data will be provided to the CST between January 7 and January 11 for review prior to the meeting. Topics that will be discussed during the second CST meeting include: the existing conditions map, crash history map (may be delayed to CST #3), traffic forecast, first newsletter, website materials, long-term solutions, design concepts, and long-term solution interchange locations. A Partner Agency Meeting (Merger Team Concurrence meeting) is tentatively scheduled for February 21, 2008. The same information as the second CST meeting will be covered. A third CST meeting is scheduled for the week of March 10-14. Topics at the third meeting will include the analysis of long-term solutions and the format of the first public workshop.

Closing Comments

Mr. Trecansky described the scoped requirements for the first newsletter and indicated that, due to space limitations, it is possible that not all of this information will be included in the newsletter. In this case, the newsletter will include a reference to the website for further information. Mr. Trecansky and Mr. Wasserman will discuss this possibility further.





Mr. Wasserman provided some clarification of the difference between a freeway and an expressway and the recommendation from Phase I to the CST. It was requested that this information be documented and included in the project binder.

Mr. Wasserman expressed his appreciation for the CST's participation and urged everyone to be involved in the process. He indicated that most meetings will be held in the Town Hall of Apex and that he would send out an e-mail to schedule the next meeting. The CST generally agreed that Wednesday mornings work well for CST meetings. Mr. Wasserman requested that the CST members contact him or Mr. Trencansky with any comments or concerns.

CST members had a number of suggestions, including:

- It would be helpful to see an example of the product of another corridor study (such as US 1).
- Visualization elements are key to the project, URS has been scoped to provide two visualizations but the CST may want to turn to NCDOT for additional needs.
- The team should plan soon to take a bird's-eye view photograph (such as from a bucket truck) of the corridor.
- Early stakeholder coordination should be planned to meet the requirements of SAFETEA-LU.
- Cost estimates should be provided by county.

Corridor Study Team Meeting #2

RECORD OF MEETING

To: Corridor Study Team

From: Shannon Cox

Date: January 28, 2008

Subject: **Report of Meeting, US 64 Corridor Study Team, January 23, 2008, 8:30 A.M., Apex Town Hall.**

A Corridor Study Team (CST) meeting was held in the Town Hall of Apex on January 23, 2008 at 8:30 A.M. The attendees were as follows:

BenJetta Johnson	North Carolina Department of Transportation (NCDOT) – Traffic Engineering
Brenda Moore	NCDOT – Roadway Design
Candace R. Davis	Town of Apex
David Monroe	Town of Pittsboro
David Wasserman	NCDOT – Transportation Planning Branch (TPB)
Ed Johnson	Capital Area Metropolitan Planning Organization (CAMPO)
Jason Sullivan	Chatham County
Jennifer Harris	North Carolina Turnpike Authority (NCTA)
Joe Geigle	Federal Highway Administration (FHWA)
Juliet Andes	Town of Cary
Kelly Becker	NCDOT – Traffic Engineering
Kenneth Withrow	CAMPO
Michael Hosey	United States Army Corps of Engineers (USACE) – Wilmington District
Pat Strong	Triangle J Council of Governments (TJCOG)
Philip Culpepper	Preston Development
Reuben Blakley	NCDOT – Division 8/District 1
Rob Stone	NCDOT – Division 8
Rockne Bryant	NCDOT – TPB
Russell Dalton	Town of Apex
Thad Duncan	NCDOT – Roadway Design
Chris Werner	URS Corporation
Jeff Weisner	URS Corporation
Kory Wilmot	URS Corporation
Peter Trencansky	URS Corporation
Shannon Cox	URS Corporation
Mark Freeman	Gibson Engineers
Mike Pekarels	Gibson Engineers
Karen Simon	Simon Resources

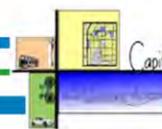
Informal Review of Existing Conditions Maps

Eight maps showing aerial photos of existing conditions along the corridor were placed around the room. The CST was invited to review the maps and use yellow sticky notes to place comments on the maps. The maps and comments were collected and will be revised.

Introductions

Each attendee introduced themselves by stating their name and affiliation.





Study Logo

Attendees were provided with a copy of the study logo developed by Karen Simon (Simon Resources) and given the opportunity to provide comment. No comments were made.

Traffic Forecast – 2007 Existing/2035 No-Build

The CST was provided with the 2007 Base Year and the 2035 Future Year No-build Scenario traffic forecasts prior to the meeting. Mark Freeman (Gibson Engineers) noted that he was surprised at how little volume there was and requested comments from the CST.

Ed Johnson agreed that the forecasts on US 64 seemed too low and noted that the external stations in the model that was used to develop the forecast was too low in his opinion. He also stated that the external stations on NC 55 are too high in his opinion.

Another CST member noted that the Chatham County numbers may not be accounting for a 10 square mile area of property that is planned to be developed. Philip Culpepper (Preston Development) agreed to talk with Mark Freeman (Gibson Engineers) separately about the development plans.

Peter Trencansky (URS) pointed out that, during the Phase I study, the traffic forecast doubled when the facility type was changed from the No-Build condition to a Freeway. He noted that we may see the same trend (not to that extent), when the 2035 Future Year Build Scenario forecasts are completed.

Newsletter #1

Shannon Cox (URS) presented the draft newsletter to the CST. Shannon noted that two versions of the newsletter had been posted to the SharePoint site and that the second version incorporated the following changes:

- Incorporating comments from David Wasserman (NCDOT),
- Removing the placeholder for interchange designs,
- Adding additional material to explain:
 - How the public can participate in the project,
 - Access management,
 - Differences between the facility types.

One CST member expressed concern about the Expressway illustration, noting that it looked like a Superstreet. David Wasserman (NCDOT) explained that the Expressway illustration does not show traffic signals. It was agreed that additional discussion about the illustration could continue outside of the meeting.

Another CST member asked to whom the newsletter would be mailed. It was explained that approximately 2,000 recipients would be targeted using a buffer of the corridor to develop a mailing list. An effort will also be made to provide Homeowner’s Associations in the vicinity of the corridor with copies of the newsletter and to conduct outreach through the municipalities and counties.

Website Materials

Peter Trencansky (URS) noted that the website materials will be posted to SharePoint (for CST Members) and to the NCDOT Strategic Highway Corridors Project Site for public information and will include: Newsletter #1, the Existing Conditions Map with key, and the Crash History Map (once complete). It was suggested that heavy vehicle percentages and transit routes be added to the Existing Conditions maps.

Overview of Long-term Solutions Design Concepts

Peter Trencansky (URS) provided an overview of facility definitions, freeway concepts, expressway concepts and design criteria. Peter explained that there are a variety of interchange types that can be selected to find the right balance of cost, impacts and operations.

One CST member asked why NCDOT prefers the four-leaf clover interchange design when it is no longer preferred across much of the country. Peter Trencansky (URS) explained that the four-leaf clover used to

be the default interchange design but it is not used as frequently anymore. While this design option is on the table for consideration it is not likely to be used on this corridor.

Design Criteria

Peter Trencansky (URS) led a discussion of the design criteria to be used for the corridor. Design criteria include functional classification, design volume and design speed. Peter explained that the functional classification and design volume are knowns and asked the CST what the appropriate design speed is for the corridor. Peter’s recommendations were as follows:

- Freeway segments:
 - NC 540 to Jordan Lake – 60 mph
 - Jordan Lake to Pittsboro – 65 mph
- Expressway segments:
 - US 1 to NC 540 – 55 mph
 - Across Jordan Lake – 60 mph

The CST agreed to these recommendations, but discussed the following points:

- The CST will want to keep level of service (LOS) D on the main arterial, but not necessarily the side streets.
- Holiday traffic in the area around Jordan Lake was not taken into account in the traffic studies. A facility that can handle higher peak days and provide access for emergency vehicles around Jordan Lake State Park is needed.
- The cost of land should be considered in design. Some of the interchange concepts shown are expansive. An effort should be made to be conservative in land requirements during design.
- Thought should be given to acceleration and deceleration lanes. A third lane can accomplish the same thing as acceleration/deceleration lanes depending on traffic volumes.
- While 55 mph is a jumping off point for the expressway segment, designing for higher speeds may result in impacts, such as further restrictions to access, that would not be accepted.
- The tightness of development to the road in the Cary/Apex area may provide drivers with the visual stimulus to slow down.

Determination of Long-term Solution Alternatives

Peter Trencansky (URS) presented four alternative long-term solutions to the CST. The CST reviewed the four scenarios beginning at the US 64/US 64 Business split in Pittsboro and moving toward US 1/US 64 in Cary. The following comments were made during the discussion of alternatives:

- Firefox Trace
 - The Town of Pittsboro would likely be opposed to closing access at Firefox Trace. Alternatives will be examined with and without closing this access point.
 - Chatham County is currently using its Thoroughfare Plan from 1996 in lieu of an updated Comprehensive Transportation Plan. A Comprehensive Transportation Plan has not been developed because of resource issues and agreement from NCDOT.
- Mt. Gilead Church Road/N. Pea Ridge Road
 - The CST agreed to move forward with an interchange at this location for all alternatives.
- Big Woods Road/Seaforth Road
 - The CST agreed to move forward with an interchange at this location for alternatives.
 - A major concern of the North Carolina Division of Parks and Recreation is safety and the need for emergency access across the roadway. Ed Johnson stated that room for u-turns and a one-way service road may be helpful between sections of the State Park but wouldn’t be possible due to the width of the causeway.
 - A recreation area is planned south on Seaforth Road. Access to US 64 will be important here.
 - A county park and new subdivisions are planned off of Big Woods Road.
- Jordan Lake Causeway Segment
 - State Recreation Area access points on causeway crossing lake - left turn only access discussed for these points is consistent with NCDPR practice of limiting access during high traffic visitation recreation events, however NCDPR has need for direct access across intersection in emergency



situations, in particular at Seaforth SRA and Parkers Creek SRA crossing, options for emergency vehicle only access crossing intersections will be considered

- Farrington Road/Beaver Creek Road
 - The CST agreed to move forward with an interchange at this location for all alternatives.
 - At Farrington Road/Beaver Creek Road, there is access to a marina and campground, volunteer fire station and water plant that should be taken into consideration.
- New Hill Road/NC 751
 - The CST agreed to move forward with an interchange at this location for all alternatives.
 - There is a historic property in the vicinity of New Hill Road/NC 751 that presents a major constraint because of Section 4(f) and will need to be avoided. It is anticipated that an interchange could be built using staged construction to avoid the property.
 - One CST member asked if service roads are a possibility between Farrington Road and NC 751. It was noted that there is USACE land in this area that could present additional 4(f) issues. While service roads are a possibility, they would likely not get through the NEPA process.
- Jenks Road
 - The CST agreed to move forward with an interchange at this location for all alternatives.
- Kelly Road
 - Space is limited in this area. Peter Trencansky (URS) presented an alternative to run a Collector/Distributor (C/D) that would serve Kelly Road, NC 540 and Green Level Church Road. The C/D could run all the way to NC 55 but this will try to be avoided as it would put a lot of traffic on the C/D.
 - One CST member asked if slip ramps are a possibility in this area. Peter indicated slip ramps would likely pose a safety issue due to the close proximity of the intersections/interchanges.
- Future NC 540
 - Jennifer Harris (NCTA) indicated that NCTA has not developed any new designs from what was originally proposed by NCDOT.
- Green Level Church Road
 - Right-in/Right-out with grade separation for the shopping area located along the C/D..
- NC 55
 - One CST member noted that they cannot imagine leaving this intersection as-is.
 - Another CST member suggested an auxiliary lane in this area if traffic warrants.
- Fern Valley Lane
 - There is some concern about the proposal to close access at this point.
 - One CST member expressed the desire to keep Blackburn open as right-in/right-out.
 - This access point could remain open, but would result in mixing facility types.
- Jenks Road to North Salem Street
 - A CST member commented that this area should be treated as a network and that the most important element is the adequacy of the system as a whole.
- North Davis Drive/North Salem Street
 - Access at North Davis Drive is planned to remain right-in/right-out in the vicinity of North Salem Street.
 - Access to shopping center between Laura Duncan Road and North Salem Street is currently right-in/right-out and would most likely be closed.
 - Phillip Culpepper noted that new development is planned in this area that depends on the access point and requested that right-in/right-out be retained.
- Laura Duncan Road
 - A square loop/quadrant type system is the only consideration at this point.
 - The CST agreed that new development is coming to this area and that it is too complicated for an interchange.
- Knollwood Drive
 - The CST was not opposed to closing access at this point and noted that there is currently a lot of cut-through traffic in the neighborhood due to the high school.
- Lake Pine Drive
 - Two alternatives are under consideration at this access point – either an interchange or a quadrant movement with Shepherds Vineyard Road.

- A service road would tie into Laura Duncan Road.
- Access to the library would remain open.
- One CST member expressed concern about closing the second point of access to the shopping center at Lake Pine Drive and also noted that there is a large apartment complex and TTA transit route in this area.
- Autopark Boulevard/Chalon Drive/Mackenan Drive/Gregson Drive/Edinburgh Drive
 - Peter Trencansky (URS) presented four alternatives in this area. Several concerns were expressed by the CST, including:
 - Impacts to the homes and subdivisions,
 - Cost of right-of-way,
 - Sight distance issues at Shepherds Vineyard Road and Old Raleigh Road,
 - Impacts in the vicinity of Autopark Boulevard since this area was designed to make sure it would work in the future,
 - Removal of street trees in front of developments since a large effort was made to maintain these up to this point,
 - NCDOT has expressed concern about Alternative B due to the concerns about safety of the combination of one and two-way traffic and impacts to MacGregor Downs.
 - The Town of Cary had concerns with the vision from Phase I to remove all of the traffic signals and needed to discuss the vision of this segment further before providing a statement as to whether or not they are in agreement with the vision.
 - It was decided that a separate meeting will be held with the towns of Apex and Cary to discuss the alternatives in this area.

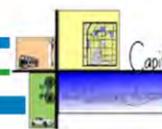
Upcoming/Ongoing Reviews

The 2035 Build Traffic Forecast is due February 25, 2008.

Upcoming Meetings

The following meetings are approaching:

- Partner Agency Meeting (Merger Team meeting) – February 21, 2008.
 - The same information will be covered as during CST #2
 - CAMPO staff should plan to attend.
 - The purpose is to garner feedback and comments, not concurrence.
- CST Meeting #3 – March 13, 2008
 - 2007 Existing/2035 No-Build Capacity Analysis
 - Crash History Map (delayed from CST #2)
 - Newsletter #2
 - Analysis of Long-term Solutions
 - Workshop #1



Corridor Study Team Meeting #3

RECORD OF MEETING

To: Corridor Study Team
From: Shannon Cox
Date: March 28, 2008
Subject: Report of Meeting, US 64 Corridor Study Team, March 19, 2008, 8:30 A.M., Apex Town Hall.

A Corridor Study Team (CST) meeting was held in the Town Hall of Apex on March 19, 2008 at 8:30 A.M. The attendees were as follows:

Ben Howell	Chatham County Planning Department
BenJetta Johnson	North Carolina Department of Transportation (NCDOT) – Congestion Management
Brandon Jones	NCDOT – Division 5
Brenda Moore	NCDOT – Roadway Design
David Spencer	Town of Cary – Traffic Engineering
David Wasserman	NCDOT – Transportation Planning Branch (TPB)
Doumit Ishak	NCDOT – Congestion Management
Ed Johnson	Capital Area Metropolitan Planning Organization (CAMPO)
Ed Lewis	NCDOT – Project Development and Environmental Analysis Branch, Human Environment Unit
Eric Simpson	Town of Cary – Engineering
Joe Geigle	Federal Highway Administration (FHWA)
Juliet Andes	Town of Cary
Kelly Becker	NCDOT – Regional Traffic
Megan Lynch	NC State Parks – Jordan Lake State Recreation Area
Pat Strong	Triangle J Council of Governments (TJCOG)
Reid Elmore	NCDOT – Wake District
Reuben Blakley	NCDOT – Division 8/District 1
Russell Dalton	Town of Apex – Engineering
Shederick Mole	NC State Parks – Jordan Lake State Recreation Area
Terry Arellano	NCDOT – TPB
Thad Duncan	NCDOT – Roadway Design
Tim Johnson	NCDOT – Division 3
Wally Bowman	NCDOT – Division 5
Chris Werner	URS Corporation
Jeff Weisner	URS Corporation
Kory Wilmot	URS Corporation
Peter Trencansky	URS Corporation
Shannon Cox	URS Corporation
Mark Freeman	Gibson Engineers

Informal Review of Long-term Solution Alternatives Maps

Maps showing preliminary alternatives of long-term solutions for the corridor were placed around the room. The CST was invited to review the maps and use colored dots to indicate their "likes and dislikes" among the alternatives. Red dots were used to indicate components that were not liked and green dots were used to indicate components that were liked among the alternatives.

Introductions

Each attendee introduced themselves by stating their name and affiliation. Peter Trencansky (URS) introduced the goals for the meeting which were: (1) to determine workshop dates, locations and materials to be presented and (2) to determine the two or three alternatives to be presented at the workshop. Peter stressed the need to make these decisions in order to keep the project on schedule.

Workshop #1

- Dates/Locations
 - The workshop was originally scheduled for May 12 and 13, 2008.
 - A workshop location needs to be ADA compliant and have capacity for about 200 attendees.
 - Apex/Cary Area
 - o The Apex Community Center is only available on May 7, 2008.
 - Elections are on May 6.
 - May 7 (a Wednesday) may conflict with the schedules of area churches.
 - The CST decided to identify an alternative location on a different date.
 - o Possible locations in the Apex/Cary area:
 - Juliet Andes (Town of Cary) will look into possible facilities.
 - Coordination with schools in Wake County is difficult.
 - A church may be a good location.
 - Pittsboro
 - o North Chatham Elementary
 - o Carolina Living Center
- Materials to be presented
 - Alternatives
 - o Each alternative requires 50' – 55' of wall space to be displayed.
 - o An example of a public-friendly map enhanced with shading and labeling was shown to the CST. The CST made the following suggestions to improve the map:
 - Include graphics as examples of what the interchanges may look like.
 - Add "Preliminary - Subject to Change" language.
 - Use call-out boxes to describe what is happening in different locations.
 - Add subdivision names.
 - Use an X (as in CST Meeting #2 maps) to show where access will be closed.
 - Scale is difficult – improve if possible.
 - Use symbols that were used at the first Merger meeting.
 - Add Superstreet diagram.
 - Show typical cross-sections.
 - Make the maps the last station.
 - Add title for general area across each map.
 - Workshop Stations
 - o A station where attendees could indicate their likes and dislikes using green and red dots on the alternative maps is under consideration. Peter Trencansky (URS) asked the CST for their opinion of this type of activity. The CST was supportive of the idea but made the following suggestions:
 - Some method (such as colored sticky notes instead of dots) should be provided so that participants can indicate specifically what they like and don't like.
 - Tell people where to place the dots (as far as in the margins, on the map, etc.)
 - Expect that some people will just indicate their dislikes and not what they like.
 - Provide a clear explanation of the purpose of the activity and that participants are not "voting".
 - During the workshop – talk with participants about areas where there are a lot of dots.
 - Consider using more than two colors to indicate a ranking of how strongly participants like or dislike certain items.
 - Peter Trencansky (URS) will post the maps for the public workshop on SharePoint and request additional comments from the CST.
 - o CST members were supportive of a station where participants indicate where they live.





- Level of design to be presented
 - The CST agreed that conceptual designs could be used at the public meetings.
 - Vertical design will be examined to the extent necessary to ensure critical elements of the alternatives will work.
- Advertisements/Outreach
 - Signs at election stations.
 - Signs at gas stations/restaurants to reach commuters.
 - Announcement in utility bills.
 - o The window of opportunity may already be closed for this method.
 - Links on town/county websites.
 - Announcement in the Town of Cary Bud (newsletter sent with utility bills).
 - Press releases
 - Contact homeowners' associations.
 - Newsletter #2.
- Presentation type
 - The presentation will either be looping/pre-recorded or a short presentation given at specific times.
 - Through an initial presentation and sign-in station, participants need to be given a clear explanation of the purpose of the workshop and the type of information they will find.
 - o The public should not be left to wander in – they need to know their function as soon as they walk in.
 - o Explain how to provide comments.
 - o Explain project purpose/general overview including funding status.
 - o Explain workshop stations.
- Newsletter #2
 - The CST agreed to the following approach:
 - o 8 ½ x 11 folded fact sheet providing a general overview of:
 - Alternatives
 - Process of selecting alternatives
 - Role of the public
 - o Add a 4th newsletter (also 8 ½ x 11) announcing completion of the study and results.
- Schedule for tasks leading up to workshop
 - Wrap-up maps/materials by 2nd week of April.
 - Post maps on website prior to mailings.
 - Direct mailing (newsletter) 2 ½ weeks prior to workshop.
 - A press release would ideally (but not necessarily) run twice a week for 30 days prior to the workshop.
- Website content update
 - The alternatives maps will be posted on the website before Newsletter #2 is mailed.
 - Due to the time it takes to create PDFs, the maps will not be split into smaller PDFs until a preferred alternative is chosen.
 - A note will be added that CDs are available for anyone having trouble downloading the maps.
- Other comments about the workshop
 - Anticipate questions related to noise and retaining walls.

Photomontage

- There are two photomontages in the project scope. They will be completed once a preferred alternative is selected. NCDOT's Visualization Group will also develop some additional visualizations for the preferred alternative and may include videos.
- Potential locations:
 - Autopark Boulevard
 - Lake Pine Drive
 - Near US 1

Public Comments

- A weekly or bi-weekly (depending on need) summary of comments will be provided to CST members representing the towns and counties, Ed Lewis, Brenda Moore, Wally Bowman and any other CST members who express an interest.
- Detailed information about the comments will be posted on SharePoint.

Project Elements

- Peter Trencansky (URS) provided a presentation giving an overview of project concepts. The presentation is included as Attachment B and covered the following topics:
 - Existing/2035 No-Build Capacity Analysis
 - Crash Analysis
 - 2035 Build Traffic Forecasts
 - Control of Access at Interchanges
 - Single-Point Interchanges vs. Tight Urban Diamond Interchanges
- The following discussion followed the presentation:
 - Where did the traffic projection on NC 540 come from?
 - o MAB provided projection.
 - o The projection is similar to what was used on Western Wake.
 - o NCTA numbers are probably lower than what would really happen.
 - o TranPlan numbers are probably too high.
 - If the presentation is shown at the workshop, explain where the traffic is going on NC 540.
 - The examples shown of what might happen in the No-Build situation (e.g., Capital Boulevard situation) are not necessarily apples to apples comparisons.
 - o Land use controls are a possibility.
 - o We don't want to present the long-term solutions of this project as the only option.
 - o US 64 will not have as much development from one end to the other as Capital Boulevard.
 - The CST discussed the suggestion to control access for 1,000 feet around interchanges.
 - o Purpose is to improve the efficiency of interchanges.
 - o Close spacing of access points has a negative impact on operations and would compromise the investment in the corridor.
 - o This issue needs to be focused on in the workshop.
 - o The CST agreed that the best case is to control access for 1,000 feet around interchanges, but certain cases may need special consideration.
 - Interchange design
 - o Need to think about where people are going at each interchange/intersection.
 - o One size fits all is not the answer.

Long-term Solution Alternatives

Peter Trencansky (URS) presented alternative long-term solutions to the CST (included as Attachment C). The CST reviewed the four scenarios beginning at the US 64/US 64 Business split in Pittsboro and moving toward US 1/US 64 in Cary. The following comments were made during the discussion of alternatives:

- Firefox Trace area
 - Suggest phased approach where access is controlled and ultimately eliminated.
 - o Rule-based with clear steps to elimination of access based on evaluation criteria.
 - o Show as ultimate closure on plans.
 - Protect canoe access to the Haw River.
 - Show Alternative 1 at workshop with Eubanks extended.
 - Show Alternative 2-1 with similar modifications.
- Mt. Gilead Church Road area
 - Alternatives developed according to preference to control access for 1,000 feet around interchanges.
 - Show both alternatives at the workshop.
- Big Woods Road/Seaforth Road/Jordan Lake area
 - Alternatives were designed to avoid impacts to USACE property (4(f) impacts).
 - o Note that there is also a water treatment plant in this area.



- o Need to coordinate with USACE to determine if a quasi-interchange to accommodate lefts from north/south of US 64 is possible.
- Currently, the recommended long-term solution eliminates leftovers and is right-in/right-out. U-turns would only be allowed at interchanges which would result in a possible distance of approximately four miles to complete a u-turn.
 - o Leftovers and U-turns are only feasible as an interim solution and should be eliminated once the level of traffic makes them unsafe.
 - o Emergency access will continue to be provided.
 - o The marina will still be accessible – just not as convenient.
 - o Take into consideration that peak-hour in this area occurs on weekends and holidays.
 - o Need to be honest with the public that sometime in the future access will be right-in/right-out only.
 - o Show on workshop maps that median treatments in this area will be completed as needed.
 - o For the workshop, be prepared to know the distance vehicles will have to travel to make a u-turn.
 - o Consideration for a bridge between Seaforth and Parkers Creek Recreations Areas was suggested. This would be very difficult due to Section 4(f) impacts but could be possible if it is developed jointly with USACE. URS will coordinate with USACE as to the feasibility of a bridge crossing.
- Farrington Road
 - The CST discussed how best to handle potential 4(f) impacts at this point.
 - o Determined that it is better to show a bigger footprint at this stage in order to protect the area needed for potential alternatives and minimize to avoid 4(f) property later.
 - o Note that alternatives shown may need to be adjusted due to 4(f) concerns and that this call will be made through coordination with USACE.
 - Show one diamond, tight with Farrington under.
 - Show one diamond, wide with Farrington over.
 - The service road is not shown as tying into Farrington Road because of 4(f) concerns.
 - o The 4(f) property is a camp ground with one access point.
 - o A service road would not serve a USACE need.
 - o The service road should not be shown through the 4(f) property.
- NC 751
 - Alternatives were designed to avoid the historic JB Mills house and farm.
 - o Coordination with SHPO will be necessary.
 - o A CST member asked - what would stop a developer from buying this historic property?
 - o In order to protect the corridor, show typical diamond as recommended that would encompass the entire footprint that would be need if US 64 required relocation. Note that minimization may be necessary in the event the status of the property remains historic. Include a compressed diamond design in the appendix.
 - Construction would be phased.
 - o Consider phasing that would not waste existing highway.
 - At workshop show:
 - o A typical diamond.
 - o US 64 relocated to the north and over NC 751 with a tight urban diamond interchange and NC 751 remaining in place as it currently exists.
 - o US 751 relocated to the east or west (whichever option is best) and a partial clover interchange.
 - o Note that a compressed diamond may be used in the event the JB Mills property remains historic.
- Jenks Road
 - Consider loop and ramp in northeast quadrant (Par-clo A).
 - o Similar to Old Apex Road and Davis Drive.
 - o Feasible but construction would be more difficult.
 - o Would also reduce distance to the NC 540/Kelly Road Collector-Distributor system
 - Bridges and ramp terminal spacing are too tight.
- There is a potential for development in the northeast quadrant.
 - o Plans have not yet been submitted.
 - o Assuming that ramp and loop will be on the northeast side.
- Both ramps and loops are not needed from a capacity standpoint.
- Need to consider design from a Y-line perspective.
- C/Ds will have right-in/right-out movements.
 - o Kelly Road is tied into a C/D.
- For workshop show ramp and loop in northeast quadrant.
- Kelly Road/I-540
 - The bridge NCTA intends to build at Kelly Rd would eventually have to be torn out and redone.
 - o Length and width at bridge is an issue.
 - o Does not accommodate C/Ds.
 - o Town of Apex and NCTA disagree on construction.
 - o Issue to be addressed as a collective effort (Town of Apex, CAMPO, NCDOT). David Wasserman (NCDOT) will set up a meeting with the NCTA.
 - Staged construction of the bridge would be possible but difficult.
- NC 55
 - Remove the northwest ramp as an option.
 - Keep C/Ds carried through on north side of US 64 as one alternative.
- Davis Drive
 - Between Davis and Laura Duncan there is now a public road with right-in/right-out movements. Keep in mind that this needs to be shown as a closure.
 - Davis can likely handle future volumes with improvements.
- Laura Duncan
 - Laura Duncan bridging over US 64 is the most feasible.
 - Parking at Apex High School is an issue. Kids will try to cross here.
- Lake Pine Drive
 - Right-in/right-out at Lake Pine.
 - Reconstruct Lake Pine over US 64.
- Apex/Cary area
 - Alternative 1
 - o Least capacity, but adequate.
 - o Minimized footprint.
 - o Lack of full access to US 64 with Alternative 1 is the biggest concern.
 - Businesses in the area.
 - Drop US 1/64 alternative without direct ramp access to US 64 west.
 - o Show Alternative 1-4a at the workshop.
 - Drawback is two decision points coming onto US 64.
 - Lots of signs/immediate choices at US 1/64.
 - Bridges will be an aesthetic impact for MacGregor subdivisions. Expect noise wall/retaining wall discussions.
 - Alternative 2
 - o Full access into the shopping center is preferred.
 - In URS' opinion, FHWA is not likely to make the Crossroads (in Cary) decision allowing direct access to a shopping center (private property) again.
 - Eliminate SPUI alternative due to the safety concern of pedestrian movements.
 - Use Alternative 1 with Laura Duncan Road over US 64 as an option.
 - Alternative 3
 - o This alternative will need visualization – aesthetically challenging although good for operations.
 - o Eliminate the bridge at US1 – US 64 eastbound over ramp.
 - Cary likes the 1a interchange at US 1/64 with the braided ramps entering the median, they also liked Alternative 3 because it provided the best access to the poroperties along the corridor.
 - For workshop:
 - o Visualization is needed with Alternative 3 service roads.
 - o Show all three alternatives but use the Alternative 1a interchange at US 1/64 for each.



- o Stop service roads at Jenks Road, but phase in as money is available.

Corridor Study Team Meeting #4

Upcoming/Ongoing Reviews

The 2035 Build Traffic Forecast is due March 21, 2008.

Upcoming Meetings

The following meetings are approaching:

- Public Workshop #1
 - Long-term solution alternative maps
 - Evaluation of concepts
 - Appropriate handouts
 - Presentation
- CST Meeting #4
 - Discuss comments received at Workshop #1 on the design concepts
 - Determine proposed configuration and ultimate design of roadway
 - Discuss various short-term strategies and improvements
 - CST will discuss the land use strategies along the corridor
- Partner Agency Meeting (Merger team Concurrence Meeting)
 - Same information as CST #4

RECORD OF MEETING

To: Corridor Study Team

From: Peter Trencansky

Date: July 17, 2008

Subject: **Report of Meeting, US 64 Corridor Study Team, July 17 2008, 8:30 A.M., Apex Town Hall.**

A Corridor Study Team (CST) meeting was held in the Town Hall of Apex on July 17, 2008 at 8:30 A.M. The attendees were as follows:

Ben Howell	Chatham County Planning Department
BenJetta Johnson	North Carolina Department of Transportation (NCDOT) – Congestion Management
Elizabeth Honeycutt	NCDOT/ ITS and Signals
Brandon Jones	NCDOT – Division 5
Brenda Moore	NCDOT – Roadway Design
David Spencer	Town of Cary – Traffic Engineering
David Wasserman	NCDOT – Transportation Planning Branch (TPB)
Ed Johnson	Capital Area Metropolitan Planning Organization (CAMPO)
Ed Lewis	NCDOT – Project Development and Environmental Analysis Branch, Human Environment Unit
Eric Simpson	Town of Cary – Engineering
Rupal Desai	NCDOT -- TPB
Reid Elmore	NCDOT – Division 5, Wake District
Reuben Blakley	NCDOT – Division 8/District 1
Russell Dalton	Town of Apex – Engineering
Reed Huegerich	Town of Apex -- Transportation Planning
Dianne Khin	Town of Apex -- Planning Director
Thad Duncan	NCDOT – Roadway Design
Tim Johnson	NCDOT – Division 3
Wally Bowman	NCDOT – Division 5
Jason Peterson	NC Turnpike Authority
Jeff Weisner	URS Corporation
Kory Wilmot	URS Corporation
Peter Trencansky	URS Corporation
Lynnette Batt	URS Corporation
Mark Freeman	Gibson Engineers
Mike Pekarek	Gibson Engineers

Introductions (Peter Trencansky)

Each attendee introduced themselves by stating their name and affiliation. Peter introduced the main goals for the meeting which were to discuss the preferred alternative for long-term improvements, the preferred alternative for short-term solutions, land use, pedestrian/bicycle elements, and upcoming meetings and reviews. (Due to time constraints, only the long- and short-term alternatives were discussed in this meeting.)



Review of Workshop #1 Comments (Peter Trencansky)

Peter reviewed attendant comments from the first workshop, held on May 19th and 20th. A total of 229 people signed in, and 49 comments were received. Several comments Peter called attention to included:

- Series of three comments by property owners at Jenks Road intersection. They had lost property a few times through widening US 64 and utility lines, so cumulative effect was important them. Concerns about road promoting commercial development.
 - At small group meeting several weeks ago this area was discussed and it was agreed to move the roadway further east to cross at the existing intersection and detour traffic to the proposed service road.
- Frankie Pendergraph had a number of concerns. She has had to relocate her septic system twice as a result of other project acquiring her property. Will need to look at alignment there to minimize some of these concerns.
- Alternative modes of transportation also a concern, in terms of not better promoting mass transit. Interest in looking at bike/pedestrian combination. Peter mentioned this will be addressed later when discussing the preferred alternative.
- There were concerns over facility type and traffic patterns. Several people thought US-64 should be routed to NC 540 then US-1, to bypass Cary/Apex area. Peter commented that people may be hesitant to take that route, due to increased distance by 5.5 to 8.5 miles and psychological issue of heading south to go north, along with the disincentive of it being a toll road.
- Emergency response access was a concern. Peter commented that while response time may increase in some areas, the project would also create better conditions through relieved congestion in other areas.

Peter asked group to submit any further comments/concerns by Friday, July 25.

Review of Small Group Meetings (Peter Trencansky)

A small group meeting was held with Cary, Apex, NCDOT Division 5, NCDOT Congestion Management and NCDOT Transportation Planning Branch on July 8, 2008.

Items Noted:

- Received resolution from Apex Town Council. They would like project to be consistent with Apex Transportation Plan, with controlled access. Town didn't feel Alternatives 2 and 3 would be consistent, so was most in support of Alternative 1.
- Cary was also in support of Alternative 1, though had concerns of access with Edinburgh to the south.
- Have come up with Alternatives for Jenks Rd to US-1. Would like to have NCDOT Division 5 give an opinion on the design options.
- Developed a new hybrid alternative combining concepts of all three alternatives and are calling it Alternative 4. This will be discussed as part of long-term Improvement section.

Determination of Preferred Alternative for Long-Term Improvements (Peter Trencansky)

Peter led this discussion, looking alternatives for each segment/intersection by moving through corridor, starting at west end (Pittsboro). Peter noted that the next step beyond the design was the development of the implementation plan, which will include the preferred design broken into segments for the cost estimate and scheduling. Each of the decisions will be documented by the segment that they will be included in for the implementation plan.

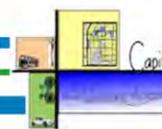
- General Issues:
 - Peter asked if they should design roadway typical section to support traffic volumes or as how the town/county has them shown in their plan? It was determined that the roadways would be designed based on the typical shown in the town/county planning documents.
- Segment 1 (west of Haw River)
 - Difference is how to handle connection out to Eubanks Rd
 - Alternative 1- takes existing Firefox, turn down to Hanks Chapel which then connects to US 64 Business via new roadway opposite Eubanks

- Alternative 2- connect Firefox directly up with US-64 and would not have a connection with Hanks Chapel
- Comments
 - Town (Pittsboro) likes connection at Hank's Chapel (Alternative 1)
 - Chatham County didn't comment- defer to town
- Decided that the preferred alternative would be Alternative 1

- Segment 2- Mt. Gilead Church Road/ N. Pea Ridge Road Interchange
 - Options- compressed/tight diamond (Alternative 2) or partial clover leaf (Alternative 1)
 - Chatham County likes tight diamond- won't take out as much property- service road could be re-routed (mainly one in NW quadrant). Asked if there was any way to put alignment more on edge of property lines.
 - No preference from Division
 - Decided that the preferred alternative would be Alternative 2 and we would determine if the service road could be improved
- Segment 3- Big Woods Rd./Seaforth Rd. Interchange
 - Options- Partial Clover Interchange on west side of Big Woods/Seaforth for both Alternatives – Alternative 1 is within the New Hope Rural Archeological Historic District and Alternative 2 relocated Big Woods/Seaforth further west to avoid the district. A discussion on the applicability of Section 4(f) and Section 106 to this property occurred and it was determined that in order to best determine the protections under these laws that additional information would be needed.
 - Chatham County prefers Alternative 1. Feel not much value left to historical/archeological district, because of encroachments of existing road and development. Find Alternative 1 causes least disruption of subdivisions/homeowners.
 - Decided that more input would be needed before a decision could be made, but the preference was that if the area was not protected under Section 4(f) that Alternative 1 would be preferred.
 - URS and NCDOT PD&EA will follow up with Matt Wilkerson and Mary Pope Furr to determine the applicability of Section 4(f) and Section 106 for this district. Following the determination of applicability by NCDOT, a request will be made to FHWA for input.
- Segment 4- Jordan Lake Area
 - Jordan Lake Access Points- Both Alternatives converted the access to right-in/right-out only. Peter noted there were not many comments about closing the access here. No difference in two alternatives therefore Preferred Alternative will be as shown in Workshop 1 maps.
- Segment 5- Farrington Road Interchange
 - Farrington Road: Option 1 is tight diamond, Option 2 is standard diamond
 - Question on cost estimates—Peter answered they are about same for each option as it is not likely either would require retaining walls
 - Peter doesn't think Alternative 2 is option from Section 4(f) (NEPA) standpoint, as this is Army Corps of Engineers land
 - Group consensus on Alternative 1
 - Question on controlled access on USACE Property. Peter says is possible but probably will not have it because we can't purchase the rights. Corp has no plans for access in that area.
 - Peter commented that some people expressed desire to have service road extended to Farrington from the east, but this was not possible due to Corp property
 - Concern noted about gas stations and availability of commercial land here
- Segment 6 – NC 751/New Hill Road Interchange

- There was much discussion on this area, revolving around the historic property and how it should be handled at this stage in project planning. When the project moves forward in the NEPA phase the design will have to be evaluated for Section 4(f) and Section 106 effects; however it is possible that the property will be purchased for development and lose its historic designation. Therefore it was important to develop a plan that would provide a design that incorporates both possibilities.
- Options: Alternative 1 relocated US 64 to the north to avoid historic property with a tight diamond interchange, Alternative 2 is a standard diamond that impacts the historic property and Alternative 3 relocates NC 751 to the west of the historic property.
- Chatham County prefers Alternative 3. Comments that family that owns historical property on 3 corners. Alternative 1 will take out most; Alternative 3 will preserve historic area and property. Alternative 2 was a possibility, but questioned why US-64 would need to be moved. Also thinking ahead to 4-laning of Route 751- Alternative 3 may make this easier, so is more desirable.
- CAMPO comment that long-term traffic may not have been accounted for- projections seem too low
- Apex commented they have new plan now, looking to diversify tax base, much more office/retail, less low density residential
- Comment that socioeconomic data done a year ago, may need to be redone
- Peter commented that he preferred Alternative 1 if area was a historic district when the project went through NEPA as it provides an avoidance alternative.
- Peter commented that another option would be Alternative 2 (impacting historic property) with tight diamond, and Rt. 751 passing over; for now DOT has guidance that will require future loops, so don't see that option.
- CAMPO (Ed Johnson) had strong opposition to anything in southwest quadrant, questions historic determination—wants map with loops to show this as a talking point for public to react to. Mentioned having half clover on east side.
- A Discussion on de minimis Section 4(f) impacts ensued and it was felt by several individuals that getting a de minimis impact would be difficult unless the impact was something very minor...
- Chatham County comments they do not prefer Alternative 2, because Rt. 751 interchange is "economic development node" for County
- Apex doesn't like Alternative 3- pulls whole interchange out of Wake Co; prefers Alternative 2 Questioned about modified Alternative 2. Has no problem with Alternative 1, just expensive.
- It was determined that Alternative 2 would be included with the exception that a loop would be placed in the southeast quadrant and the ramp in the southwest quadrant would be tightened up to act more like a tight diamond ramp. Brenda Moore agreed that this would be acceptable to NCDOT Roadway Design to present as a potential alternative design scenario to the preferred diamond configuration.
- Segment 7 - Jenks Road Interchange
 - The location of the loop in the northeast quadrant of the interchange was discussed. Due to the skew angle, the footprint of the ramp and loop get quite large as the design attains a longer ramp and loop length. NCDOT typically wants ramps and loops to be at least 1000 feet in length in order to provide adequate profile grades and acceleration distance.
 - CAMPO is fine with what is shown on Alternative 4-3 (pdf)
 - Three loops were shown (that had varying lengths and would have different right-of-way footprints) and Apex commented there may be problem with second and third loops (the longer length ramps with larger footprints) in terms of getting developers to give right of way
 - Discussion on ramp length determined that the loops and ramps should be long enough to provide for an adequate profile and to not have traffic queue onto the freeway

- Apex fine with way the Alternative is right now and may comment more once the design is developed further.
- Segment 8 – Kelly Road/NC 540/NC 55 Area
 - The design was similar for this area with the main difference being whether or not to carry the WB Collector-Distributor through the NC 55 interchange. It was decided that due to the weave length on US 64 without continuing the C-D that it would be best to tie NC 55 to the C-D. This would require that Fern Valley would be closed and re-routed to NC 55 via Vision Drive.
 - Apex had concern about Vision Drive and if would ever be converted to a right-in/right-out as was shown on the Alternatives.
 - Everyone comfortable with leaving median opening and signal in at this point
 - There was a question about bridge span over US 64 at Kelly Road- Brenda Moore stated that NCDOT sent the Turnpike a letter requesting a wider opening and Jason Peterson stated that the Turnpike was evaluating the request.
- Segment 9 - Davis Drive Interchange
 - Apex requested that the service road on the south side of the interchange be located where a signalized full movement intersection would be possible.
 - Apex had concern about closing the entrance into Trackside North Development. This would leave two businesses with no direct access to US-64—would have to go through neotraditional neighborhood.
 - Overall recommendation was to have this location shown as a future closure once alternative access was available.
- Segment 10 - Laura Duncan Road
 - Apex wanted intersection of quadrant loops on the north side to be full movement; if not, people can't come out of shopping center and turn back north
 - Concern with full movement due to potential queuing onto US 64 with short ramps
 - Concerns were raised about using the shopping center roadway as part of the quadrant loop due to access to Bojangles creating operational and safety problems.
 - Concerns were noted about access to Apex High School and that the school would be undergoing expansion, resulting in changes to the parking lot configuration and access points
 - Concern of bringing access road to Hendrick Dealership into Laura Duncan within the control of access. It was recommended that a three-leg intersection be used with the opposite direction being controlled access prohibiting a future fourth leg to the intersection.
 - Due to the operational concerns with the square loop concept it was decided that tight diamond interchange ramps on each side of US 64 would provide the best design.
- Segment 11 - Lake Pine Drive.
 - The square loop design at Lake Pine was discussed and determined to be the best solution.
- Segment 12 - US-64 between Lake Pine Road and US-1
 - Concern about the curvature of the right in/right out movements being too tight was raised. Peter mentioned this configuration was safer because it allows traffic to enter the intersection at a lower speed and does not allow for higher speed approaches to the intersections with the side road.
 - Two options were presented and a third option was proposed by the Town of Cary. One option was to tie the service road on the south side of US 64 into US 64 EB prior to the US 1 interchange. The second was to continue the service road through on the south side and vehicles destined for US 1 NB would use Tryon Road interchange. The second alternative would have a long flyover ramp connecting US 64 EB to US 1 NB. The Town



of Cary alternative eliminated the service road on the north side and utilized ramps at Edinburgh Drive and Chalon Drive.

- o Discussion about keeping frontage road along entire length of 64 in this section, on north side.
 - Cary recommends using access ramp, not service road
 - Cary recommends putting one lane service road on south side of 64, with decal lane going to Autopark.
 - Concerns were raised with constructability—Cary says may be ok with both north- and south-side service roads if needed for this
 - NCDOT mentioned they would want to evaluate the constructability on this section of the project.
- o Discussion about continuing the south-side service road all of the way through included:
 - Concerns were raised about the cost and maintenance of the long flyover structure
 - Constructability was again brought up as a concern and it was decided all alternatives should be evaluated for constructability.
- o A more detailed review of the constructability of the three alternatives will be completed by NCDOT Work Zone Traffic Control Unit and a decision will be made on which to carry forward as the preferred alternative. CST Team members will be consulted prior to the final determination of the configuration.

Short-term Solution Alternatives (Mark Freeman)

Mark Freeman of Gibson Engineers presented several options for short-term transportation solutions for intersections along the corridor (Appendix B). His goal was for the group to weed out as many as possible. All are meant to reduce the number phases/signal (more green time).

- Superstreets- better to have as main scenario throughout the corridor; don't want to mix much with other options
- Split intersection- not recommended anywhere
- Jug handle- send left turn through intersection via side street
- Quadrant (with grade separation)- function as intermediate step toward grade separation interchanges
- Square loops- in alternative already- right in, right out
- Continuous flow intersection- initially not considered anywhere- but included as an option to show that it was evaluated. Not likely to be good for US 64.

It was determined that one alternative would be a full superstreet alternative and the second alternative would include slight variations to the superstreet including potential reverse superstreet configurations or other measures at the more complex intersections to maximize life span and efficiency of the short-term option. Gibson Engineers will make designs for whatever two options are chosen.

Wrap-up

No time to discuss land use, bike/pedestrian paths, and upcoming meetings.

- Peter asked towns and counties to look at land use maps and provide feedback on accuracy and where they think major development nodes will be (or if they agree with where they are depicted on maps). Said URS would be in touch about this.
- It was also discussed that the study should include a STRONG NEPA disclaimer. City, county, and other officials need to understand and need to know for the record that a NEPA analysis will have to be done on projects along this corridor and that location and design changes could occur.
- David Wasserman noted that people should let him know if they had any suggestions for the photomontage.
 - o Ed (CAMPO) suggested that a visualization piece such as Peter's demo video would be great, especially for eastern portion of corridor. He suggested having both construction and final views.

Corridor Study Team Meeting #5

RECORD OF MEETING

To: Corridor Study Team

From: Joanna Harrington/Peter Trencansky

Date: February 19, 2009

Subject: Report of Meeting, US 64 Corridor Study Team, July 17 2008, 8:30 A.M., Apex Town Hall.

A Corridor Study Team (CST) meeting was held at the Herbert C. Young Community Center in Cary, NC on February 12, 2009 at 8:30 A.M. The attendees were as follows:

- | | |
|---------------------|--|
| Brandon Jones | North Carolina Department of Transportation (NCDOT) – Division 5 |
| Elizabeth Honeycutt | NCDOT/ ITS and Signals |
| Brenda Moore | NCDOT – Roadway Design |
| David Wasserman | NCDOT – Transportation Planning Branch |
| Reid Elmore | NCDOT – Division 5, Wake District |
| Reuben Blakley | NCDOT – Division 8/District 1 |
| Thad Duncan | NCDOT – Roadway Design |
| Jennifer Portonova | NCDOT – Work Zone Traffic Control Unit |
| Doumit Ishak | NCDOT – Congestion Management |
| Derrick Weaver | NCDOT – Project Development and Environmental Analysis |
| Carmen Boyette | US Army Corps of Engineers (USACE) |
| Tara Arnette | USACE |
| Donna Danausse | Federal Highway Administration |
| Ed Johnson | Capital Area Metropolitan Planning Organization (CAMPO) |
| Kenneth Withrow | CAMPO |
| David Spencer | Town of Cary |
| Doug McRaney | Town of Cary |
| Joe Godfrey | Town of Cary |
| Juliet Andes | Town of Cary |
| Eric Simpson | Town of Cary |
| Russell Dalton | Town of Apex |
| Reed Huegerich | Town of Apex |
| Jason Peterson | NC Turnpike Authority |
| Ben Howell | Chatham County |
| Philip Culpepper | Preston Development/Chatham Park |
| John Grant | HNTB |
| Jeff Weisner | URS Corporation |
| Peter Trencansky | URS Corporation |
| Duane Verner | URS Corporation |
| Joanna Harrington | URS Corporation |
| Mark Freeman | Gibson Engineers |
| Mike Pekarek | Gibson Engineers |

Introductions

Each attendee introduced themselves by stating their name and affiliation. Mr. Trencansky began the meeting by introducing Mark Freeman.



Short-Term Improvements: Superstreet Concept & Advantages (Mark Freeman)

- Mr. Freeman began his presentation by recapping that at CST Meeting #4 it was determined that the superstreet alternative would be the alternative carried forward for the short-term solution.
- Mr. Freeman gave a presentation on the concept and advantages of the superstreet concept to be used on the short-term improvements of the US 64 corridor.
- Jennifer Portonova asked about Americans with Disabilities Act (ADA) accommodations. Mr. Freeman stated that because the project is in the conceptual phase, these accommodations will be looked at more closely in the preliminary design phase.
- Mr. Freeman went over a chart that showed the Level of Service (LOS) and delays for all intersection for the short-term alternative.
- A discussion was held as to when improvements will be needed. This is based on two concepts being analyzed: the superstreet application with minor Y-line to minimize the need for additional right of way, and the superstreet application with full Y-line.
- Brenda Moore questioned how 3 lane sidestreets (with triple lefts) would be accommodated onto the two lanes of US 64. Mr. Freeman explained that there are 3 lanes (and sometimes four lanes) on US 64 where U-turns occur and that one of the right turn lanes from the sidestreet would go directly into the u-turn lane.
- Ed Johnson asked if the medians used in the superstreet concept were able to accommodate pedestrians. Mr. Freeman explained that a "z-island" used in the concept can accommodate pedestrians because you limit conflict points by removing left turns. It was also discussed that pedestrian phasing will reduce mobility on US 64 at sidestreet crossings. Ms. Moore suggested initiating coordination with the NCDOT Bicycle and Pedestrian Unit.
- Russell Dalton inquired about the time pedestrians will have to cross the superstreet intersection, and a discussion was held as to whether or not grade-separated crossings were considered at intersections. Mr. Trencansky noted that both directions at a superstreet intersection are independent of one another, and that you can phase pedestrian crossings regardless of the other direction, but it would be a two-stage crossing.
- Ed Johnson stated that he had concerns about the aesthetics of the corridor, especially as they relate to the superstreet design. A CST member suggested making pedestrian crossings more attractive with stamped concrete.
- Ed Johnson also stated that he had concerns relating to the superstreet configurations proposed and that he had a desire to see more of what he termed a "Type B" superstreet that allowed left turn and/or cross access from the side streets. Mr. Freeman stated that this type of configuration would have negative effects on the traffic operations because it would tie the two sides of the corridor together and eliminate the benefit of perfect progression along the corridor. Mr. Johnson understood the affects of this but felt that the Type B configuration would be more appropriate as it would maintain nearly the same access that is proposed under the long-term solution.

Discussion of specific intersections

- There was extensive discussion of the Edinburgh intersection, especially relating to the lack of a u-turn for vehicles destined for US 64 Westbound. The design presented showed a u-turn movement to the east of the US 1 interchange that was adjacent to, but not a part of the intersection with Regency Park Boulevard. There was concern over this configuration and after substantial discussion it was determined that in the interest of time we would allow the U-turn movement at the Regency Park intersection and it would be discussed further as the designs are finalized. It was also noted that the movement could be accommodated at Gregson Drive and signage could be installed for the few driveways in the area directing them to Gregson.
- Juliet Andes indicating there would be concerns with cutting direct access off from Edinburgh Drive on the north side of US 64 (MacGregor Downs) and the south side (MacGregor Shopping Center) due to the superstreet configuration.
- A discussion was held about the need for u-turns at the Autopark. Mr. Freeman stated that it was part of the superstreet concept to include back to back u-turns.

At this point the discussion of the short-term solutions was put on hold so that the remaining items on the agenda could be discussed and that time permitting the discussion would be continued later in the meeting.

Progress of Implementation Plan (Peter Trencansky)

- Mr. Trencansky discussed the progress on the implementation plan and noted that the implementation plan would include sections on determining potential funding, determining corridor segments, developing the life-span of improvements, develop options for staged construction, and determine priority of long-term improvements.
- Mr. Trencansky noted that the scope included determining the funding that would be available through the TIP on a year by year basis, which may not be feasible. It was also noted that the potential funding section would look for best practices from around the country in developing funding for transportation improvements.
- Mr. Trencansky stated that the corridor segments for the long-term solution had been completed and that the life-span and prioritization would be completed once consensus was reached on which alternative would be selected for the short term solution. Mr. Trencansky also noted the opportunity for staged construction would be minimal for a superstreet.

Land Use (Joanna Harrington)

- Ms. Harrington presented a brief overview of the status of the US 64 corridor land use analysis. She presented the three maps that have been completed: an existing land use map, interim land use map (2018), and future land use map (2035). Descriptions of the types of residential land use categories shown on the map were indicated by photos. All three maps were coordinated with planners from each municipality. The interim and future land use maps used the municipality's future land use plans as a guide.
- The intersection of Mt. Gilead Road in Chatham County was brought up as a potential area that may include recommendations for changes in land use. Ben Howell of Chatham County noted that this area was coded as low-density residential development due to restrictions from the Jordan Lake Watershed. Future discussions with Chatham County will take place on this issue.
- The next steps for the land use analysis will be to overlay the conceptual short-term and long-term design on the interim and future land use maps, and make recommendations of land use policy change for preserving mobility on the corridor.

Update on Potential Design Revisions at NC 540 (David Wasserman)

- Mr. Wasserman explained that there was a design forum held by the North Carolina Turnpike Authority in December that included evaluation of the NC 540/US 64 interchange. As a result of the meeting concepts for a long-term solution (Phase 2) and two potential short-term solutions (Phase 1A and 1B) were selected for additional study by NCTA.
- Jason Peterson stated that it would likely be another 6 weeks or so before they would have any decisions on which, if any, of the modifications would be constructed.

Visualization Update (David Wasserman)

- Mr. Wasserman stated that the NCDOT Enterprise Visualization Section has been working on visualizations for the project, including a still photo rendering at Jordan Lake and video fly-through along US 64 from Laura Duncan Road to the US 1 interchange.
- A still photo visualization of US 64 with the multiuse path alongside Jordan Lake was shown and no major comments were noted
- A video visualization of the eastern end (long-term design) of US 64 from Laura Duncan east to US 1 was shown and no major comments were noted.

Discussion on Facilitator (David Wasserman)

- Mr. Wasserman introduced Donna Dancausse from the Federal Highway Administration (FHWA). Ms. Dancausse stated that her purpose would not be to represent FHWA but to be an independent facilitator would help to move the meetings along in timely fashion and ensure that the objectives of each meeting would be met.

- Mr. Wasserman asked the CST if anyone would object to having Ms. Dancausse serve as a moderator and there was no dissent from any of the CST members.

Presentation of Preferred Alternative for Long-Term Improvements (Peter Trencansky)

- Mr. Trencansky explained what tasks had been completed to date. They include: full vertical cross-sections from Laura Duncan Road to US 1, bicycle and pedestrian coordination, bicycle and pedestrian accommodations included in design, and capacity analysis.
- A 10 to 12 foot multi-use path will run parallel to mainline US 64 on the south side from the Haw River to Kelly Ridge Road.
- Design of path will be changed at New Hill Road such that it crosses at the signalized ramp terminal of the interchange.
- Multi-use path from Kelly Ridge Road to Cary will be accommodated in the residential areas along US 64 and no multi-use path will be included along the US 64 corridor.
- In the Cary section, the Town's proposed greenway has been included in the design and will cross under US 64 at the Mackenan Drive/Chalon Drive intersection.

Superstreet Configurations by Intersection (Mark Freeman)

Following the completion of the agenda items a smaller subgroup of CST members stayed to further discuss the short-term solutions.

- A discussion was had about the pedestrian accommodations at Laura Duncan Road. Mr. Freeman suggested an elevated pedestrian crossing could be put at this intersection (although it was generally agreed that students would likely not use it), and Mr. Johnson suggested a pedestrian crossing that remained perpendicular to US 64 (not in the "z" formation) with timed crossings would be the best method. Mr. Johnson suggested that a more explicit explanation of pedestrian accommodations needs to be shown at this intersection due to sight distance and location of high school. It was determined that additional evaluation of the pedestrian crossing at this location would be needed and would be developed before meeting with the CST again.
- An additional conversation item for Laura Duncan Road was the sight-distance for the u-turn movement west of Laura Duncan Road due to the presence of the railroad bridge. Potential solutions included advanced flashers or moving the intersection either closer to the bridge (with advanced signal heads) or further away to get adequate sight distance. The conclusion to the concern about the sight distance was that it would take additional studies (likely during the final design stage) to determine the most appropriate location for the intersection. At this point, without detailed survey information it was not possible to definitively determine which would be the best option.
- The intersection with Knollwood Drive was then discussed and questions about the need for providing the u-turn movement to US 64 westbound were raised. Mr. Freeman stated that it is typical to provide the movement but it is not absolutely needed. A discussion on where the traffic would make the u-turn began at this point with Ed Johnson suggesting that the u-turn should be allowed at the left-over crossing at Lake Pine, while Mr. Freeman and Mr. Trencansky felt it should only be allowed at the u-turn bulb east of Lake Pine Drive. There was no conclusive resolution to where the u-turns would be allowed and it was decided at this time to convert the intersection to strictly a right-in/right-out intersection.
- The intersection with Lake Pine Drive was discussed next and Ed Johnson again raised his concerns that the superstreet design diverts the through movements on Lake Pine forcing them through the u-turn bulbs. Mr. Johnson stated that he would prefer a Type B superstreet, Michigan U-turn or quadrant movement intersection at this location. Following discussion it was determined that this location would be evaluated for alternative intersection types and reported back to the CST at a later time. It was also suggested by Ed Johnson that the Lake Pine Drive intersection become a staged interchange with quadrant movements as is identified in the CAMPO Long-range Transportation Plan.
- The Lake Pine Drive superstreet configuration included eliminating the connection to US 64 from Shepherd's Vineyard on both the north and south side of US 64. There was concern that this would

restrict access in this area to much and it was determined that an evaluation would be conducted to determine if the connections could remain in place.

- The meeting concluded with a decision that Gibson and URS would evaluate the items discussed and determine if any configurations beside the superstreet would be appropriate for the corridor. Mr. Wasserman would setup a meeting with the key individuals who have an interest in the Cary/Apex area for URS and Gibson to present their findings and determine the alternative or alternatives that will be presented at the public workshop.



Corridor Study Team Meeting #6

RECORD OF MEETING

To: Corridor Study Team

From: Peter Trencansky

Date: August 21, 2009

Subject: Report of Meeting, US 64 Corridor Study Team, August 20, 2009

A Corridor Study Team (CST) meeting was held at the Capital Area Metropolitan Planning Organization (CAMPO) offices in Raleigh, NC on August 20, 2009 from 8:30 AM to 5:00 PM. The attendees were as follows:

- | | |
|--------------------|---|
| Dewayne Sykes | NCDOT – Roadway Design |
| Brenda Moore | NCDOT – Roadway Design |
| David Wasserman | NCDOT – Strategic Planning Office |
| Terry Arellano | NCDOT – Transportation Planning Branch |
| Joey Hopkins | NCDOT – Division 5, Wake District |
| Tim Johnson | NCDOT – Division 8 |
| Rob Stone | NCDOT – Division 8 |
| Reuben Blakley | NCDOT – Division 8/District 1 |
| Jennifer Portanova | NCDOT – Work Zone Traffic Control Unit |
| Doumit Ishak | NCDOT – Congestion Management |
| James Dunlop | NCDOT – Congestion Management |
| John Vine-Hodge | NCDOT – Bicycle and Pedestrian Division |
| Donna Dancausse | Federal Highway Administration |
| Ed Johnson | Capital Area Metropolitan Planning Organization (CAMPO) |
| Kenneth Withrow | CAMPO |
| David Spencer | Town of Cary |
| Juliet Andes | Town of Cary |
| Eric Simpson | Town of Cary |
| Russell Dalton | Town of Apex |
| Reed Huegerich | Town of Apex |
| Paul Black | Triangle Area Rural Planning Organization |
| Ben Howell | Chatham County |
| Peter Trencansky | URS Corporation |
| Mark Freeman | Gibson Engineers |
| Nathan Phillips | Gibson Engineers |

Introductions

Mr. Wasserman began the meeting with each attendee introducing themselves and distributing the agenda. Mr. Wasserman then introduced Ms. Dancausse who would be facilitating the meeting and she reviewed the meeting purposes and the agenda for the meeting.

Review of US 64 Corridor Study Concerns

- Mr. Wasserman began by providing a list of common concerns for the study based on the public input from Workshop #2 and the Community Meeting including the following:
 - Safety

- Aesthetics
- Noise
- Speed limit too high
- Greenway connections
- Preserving community
- Connectivity across US 64
- US 64 is a local road
- NC540/US 1 as a bypass
- Access
- Navigation of Short-term – vehicles
- Navigation of Short-term – bicycles
- Navigation of Short-term – pedestrians
- Scale/"Berlin Wall" affect
- Access to Jordan Lake
- Lack of transit consideration
- Perception of need
- Cost of projects
- NC 751 interchange configuration
- Trust between NCDOT and public
- Side street effects
- Bicycle travel along and crossing US 64
- Pedestrians crossing US 64
- Mr. Wasserman also discussed the following location specific concerns for Laura Duncan Road:
 - High School crossing of US 64
- Mr. Wasserman also discussed the following location specific concerns for Lake Pine Drive:
 - Pedestrian crossing of US 64
 - Access to the library

Review of Short-term and Long-term Solutions

- The discussion on the Wake County section began by a discussion of the viability of NC 540 as a bypass with the following conclusions being made:
 - The traffic along this portion of US 64 is mostly locally generated and the bypass would not alleviate a large amount of traffic
 - That there needs to be strong documentation of why this is not a viable option in the Corridor Study Report (CSR)
 - There needs to be an analysis of the no-build as well as what the results of traditional widening (to 6 or 8 lanes) would be and how it would affect the corridor
- The discussion then turned to looking at the corridor on an intersection by intersection basis, working from east to west beginning at the US 1 interchange
- It was decided that due to the close proximity of the intersections in the Cary area that the intersections would be evaluated individually with strong consideration for this portion being a system of intersections that were closely related, but with specific concerns at each intersection. As a result the corridor including the US 1 interchange, Edinburgh Drive, Gregson Road and Chalon Drive would be considered both individually and as they relate to each other.
- A discussion of general superstreets concerns was then discussed by the team and included the following major concerns:
 - Bicyclists – Road bicyclists prefer to act as vehicles and the superstreet configuration has safety concerns and requires a longer travel distance.
 - It was felt that for most casual bicyclists the z-crossing would be OK as long as it was depressed and didn't require the rider to carry the bike.
 - Several options for crossing the intersection in a perpendicular manner were discussed and all had either substantial negative effects to capacity or to safety
 - It was determined that the crossing for advanced bicyclists who do not desire to utilize the z-crossing would require additional studies that were beyond the scope of this project and involved policy level decisions by NCDOT. For this reason, if



recommended as the preferred option, the superstreet could have a negative effect on safety for advanced cyclists who choose to act as vehicles.

- o Pedestrians – There were perceived safety issues with the z-crossing identified by the public, as well as the need to cross side street in order to make the z-crossing if you were on the side of the road opposite the z-crossing. The main concern related to the two-stage crossing and safety of pedestrians in the median waiting to make the second stage crossing. Similar to with bicycles, the discussion turned to measures to make the crossing perpendicular to the main roadway, which had negative effects to traffic operations or safety.
- o Side Street Impacts – There were numerous concerns from the public that the superstreet would have negative effects to the side streets and that too much priority was being given to moving traffic along US 64. Mr. Dunlop stated that at this time there were few good comparisons between travel time for traditional intersections and for the superstreet although the one study completed showed very little change in travel time during peak hours.
- Following the discussion of the general concerns with the superstreet, the Team developed a list of potential intersection treatments that would be considered along the stretch of US 64 in Cary, which included:
 - o Superstreet with direct left turns to the side street, which was the alternative that was shown to the public at the workshop and community meeting. This configuration would allow US 64 traffic to have the same access as currently exists and would require through or left turning vehicles to turn right and utilize a downstream u-turn.
 - o Superstreet with indirect left turns to the side street, also referred to in the meeting as the Chapel Hill superstreet based on the configuration of the intersection of US 15-501 and Europa Drive. The superstreet with indirect left turns would maintain the existing traffic pattern for US 64 through and right-turning traffic, but would require left turns to pass through the intersection and make a u-turn at a downstream location. The traffic from the side street would be the same as for the superstreet with direct left turn with through and left turning traffic making a right and continuing to a downstream u-turn location,
 - o Michigan U-turn configuration, which would allow US 64 through and right turning traffic to remain as it exists today, with the left turns required to pass through the intersection and make a u-turn at a downstream u-turn location. The side street traffic would also allow through and right turning traffic to maintain the existing traffic pattern but would require left turning vehicles to turn right and make a u-turn at a downstream location.
 - o A six-lane superstreet configuration was also discussed that could potentially be used to extend the lifespan of the superstreet configuration to a point where it could potentially serve as the long-term solution.
 - o The discussion included a detailed discussion of the pro's and con's of each concept which will be included in the CSR.
- The next step was for the team to go intersection by intersection along the corridor and determine which concept would be used at each intersection. The discussion included developing a list of pro's and con's for each intersection location for each of the concepts and then ultimately selecting the preferred concept. The pro's and con's for each of the concepts will be summarized in the CSR for each intersection location and a justification will be given for why each concept was selected. A summary of the discussion and the recommended short-term treatment for each intersection is as follows:
 - o Edinburgh Drive – The superstreet with direct left turns was determined to be the best configuration due to the left turn volume to the businesses on the south side of US 64. This is the same configuration that was presented at the workshop and community meeting
 - o Gregson Drive – The superstreet with direct left turns was determined to be the best configuration due to the left turn volume to the businesses on the south side of US 64. This is the same configuration that was presented at the workshop and community meeting
 - o Mackenan Drive/Chalon Drive – Two alternatives were considered to be viable at this location, the superstreet with indirect left turns and the superstreet with direct left turns. At this point it was decided to show the superstreet with indirect left turns as it would

provide better pedestrian and bicycle movements and would not have a substantial affect on traffic operations. This configuration would make access to the businesses on the south of US 64 more difficult but was determined to be the best option. The CSR will include both as potential solutions at this location and can be determined at the point that the project is being designed.

- o Autopark Boulevard – A left-over into Autopark Boulevard was determined to be the preferred option without a u-turn accommodation for westbound US 64 traffic, although the u-turn movement could be added if determined to be needed in the future. This is the same configuration that was presented at the workshop and community meeting
- o Lake Pine Drive – The Michigan U-turn was determined to be the best configuration for this intersection based on the strong desire to maintain the north-south connectivity along Lake Pine Drive.
- o Knollwood Drive - A left-over into Knollwood was determined to be the preferred option without a u-turn accommodation for westbound US 64 traffic although the u-turn movement could be added if determined to be needed in the future. This is the same configuration that was presented at the workshop and community meeting
- o Laura Duncan Road - The intersection at Laura Duncan Road was discussed in great detail and after considering the four short-term concepts it was decided that none of the concepts adequately addressed the concerns at this location, especially with regard to the pedestrian crossing for the high school. Due to this it was determined that the short-term solution would be an interchange at this location and Mr. Hopkins felt that it would be the highest priority intersection along the corridor. There was discussion about the cost of an interchange and whether it was viable as a short-term solution, especially if in meant maintaining the existing configuration for an extended period of time. Because of this uncertainty it was decided that if an interim measure was needed before an interchange could be constructed that a Michigan u-turn configuration would be the most appropriate, however this would not be the short-term solution, but a temporary interim improvement.
- o Green Level Church Road – This intersection will be converted to a right-in/right-out intersection as a part of the NC 540 project and was agreed to be the best solution at this location.
- o Kellyridge Road – The preferred solution for this location would be to convert the full movement intersection to a directional cross-over. There was discussion of how traffic would get to westbound US 64 and it was decided that using the Abbington access to Kelly Road and the square loops was an acceptable solution. This is the same configuration that was presented at the workshop and community meeting
- o Jenks Road – The superstreet with direct left turns was determined to be the best configuration for Jenks Road and was being implemented as part of a development plan submitted for the northeast quadrant of the US 64/Jenks Road intersection. This is the same configuration that was presented at the workshop and community meeting
- o NC 751 – The superstreet with direct left turns was determined to be the best configuration for this location and that due to the skew and slight offset of the intersection it was possible that during detailed design that the configuration would allow for a larger median island and a nearly perpendicular crossing. This is the same configuration that was presented at the workshop and community meeting
- o Farrington Road - The superstreet with direct left turns was determined to be the best configuration for this location and is the same configuration that was presented at the workshop and community meeting
- o Big Woods/Seaforth Road - The superstreet with direct left turns was determined to be the best configuration for this location and is the same configuration that was presented at the workshop and community meeting
- o Mt Gilead Church/North Pea Ridge Road - The superstreet with direct left turns was determined to be the best configuration for this location and is the same configuration that was presented at the workshop and community meeting

- Firefox Trace - The unsignalized superstreet with direct left turns was determined to be the best configuration for this location and is the same configuration that was presented at the workshop and community meeting
- The long-term solution for the project was discussed next and the corridor was looked at on an intersection by intersection basis. The first step was to discuss the potential options at the US 1, Edinborough, Gregson, and MacKenan/Chalon intersections. As in the short-term discussion, these intersections function as system of closely related intersections. Five basic concepts were considered:
 - Grade Separation – US 64 must cross over Edinborough due to the grades tying in south of Edinborough eliminating access to the shopping center and hotel. The high water table at the Edinborough intersection prevents US 64 from being lowered.
 - Right-in/Right-out – This configuration would require vehicles from westbound US 64 to southbound Edinborough, southbound Gregson, and southbound Chalon to use an alternate access as the movement could not be provided at the intersection. The spacing between Edinborough and US 1 also creates a weaving and safety issue, unless a service road is provided.
 - Interchange
 - Vertical Bypass – This is the configuration that was presented to the public as Alternative 4 that was not well received.
 - Elevated Roundabout – Similar to a Vail roundabout with service roads and ramps creating a roundabout with a gradeseparation. This was not considered viable due to the traffic volumes projected and the size of the roundabout that would be required to serve the number of legs at each roundabout.
- One specific concept that was discussed for the interchange option at this location is the roundabout interchange that has been utilized in Carmel, IN where the interchange is an elongated roundabout over the through lanes. The Carmel design also depresses the mainline of the through traffic below the side street and maintains the side street elevation as much as possible, minimizing the noise and visual effects. This design was favorably received by the public at the July 16th Community Meeting and there was an expectation from the public that it would be considered. The two locations where it would be most appropriate would likely be at Edinborough Drive and Chalon/Mackenan. However both of these locations have water table issues with lowering the roadway as the water table is eight feet below the existing grade at Edinborough and 9 feet below grade at Chalon/Mackenan. To provide adequate drainage in these locations the ground elevation would have to be 4-5 above the water table depending on the size of the culvert crossing the roadway, which would only allow US 64 to be lowered 4-5 feet. It was also noted that the traffic control would be a vital aspect of constructing this type of interchange and that the project would be classified as a “Significant” project according to the NCDOT Work Zone Safety and Mobility Policy, For these reasons it was determined that the roundabout interchange would not be appropriate at this location. It was recommended that this decision be thoroughly documented in the CSR.
- The first location that was discussed was the US 1 interchange and Edinborough Drive (which due to there proximity were considered together) and all of the above options were considered as well as the alternatives developed to date. Additionally a concept that would barrier separate (or construct as a parallel bridge) westbound US 64 from Tryon Road with a slip ramp from the US 1 ramp. This configuration was possible but would create problems with access at Gregson Drive that could not be overcome due to the close proximity of the intersections to one another and the weaving section it would create.
- It was determined that there were not any viable options at Edinborough (besides the vertical bypass that was determined to be unacceptable by the public) and options for Gregson and Chalon were briefly evaluated to see if access could be provided at an alternate location for Edinborough traffic.
- Following extensive discussion it was determined that there was not an alternative that would be acceptable to the public for the stretch of roadway from US 1 to Mackenan/Chalon. The study team then discussed if stepping back from the expressway vision would be appropriate at this location. Although several members of the team were somewhat reluctant to changing the vision, it was decided that the only alternative that could potentially be supported by the elected officials

- and community would be a non-expressway option. It was decided that the recommended long-term solution for this location would be a six-lane superstreet with the same configuration as the short-term for the Edinborough, Gregson and McKenan/Chalon intersections. It was decided that this recommendation would include a caveat that once the superstreet configuration failed that improving the operations along the roadway would require moving to an elevated structure. Additionally, a grade separation for the Swift Creek Greenway will be included for the long-term solution to grade separate the pedestrian movement west of Mackenan/Chalon.
- The next intersection that was discussed was Lake Pine Drive, which in the current long-term plan includes a grade separation over US 64 with surface street connections along Shepherds Vineyard Drive and Pine Plaza Drive. The public had concerns about the access to the library as well as the conversion of local streets to serve high traffic volumes particularly Shepherds Vineyard. Following discussion of the concerns it was determined that best configuration would be to convert Lake Pine Drive to an interchange. Particular interchange configuration were briefly discussed and it was decided that no particular interchange configuration would be recommended as a part of the study and that the CSR would present representative interchange options such as a compressed diamond or the Carmel Roundabout configuration.
 - The next intersection that was discussed was Laura Duncan Road which would become an interchange as a part of the short-term solution. Similar to Lake Pine Drive a particular interchange configuration would not be recommended as a part of the study and that the CSR would present representative interchange options such as a compressed diamond or the Carmel Roundabout configuration.
 - The following is a summary of the items discussed for the long-term solution along the remainder of the corridor on an intersection by intersection basis:
 - Davis Drive – The interchange would be upgraded to include additional lanes and no changes from the design presented at the workshop were identified
 - Villages of Apex – The existing right-in/right-out intersection at the Villages of Apex was recommended for closure in the long-term solution presented to the public and was identified as a concern by the Town of Apex staff and elected officials. NCDOT had concerns with safety due to the speeds and limited sight distance in the area. It was decided that the report would not definitively show the location closed but would include a note that the location would be subject to closure or turn restrictions (eliminating right turn out) if safety problems arise and that a more detailed review of access options is needed in the future including an auxiliary lane on US 64 eastbound from Davis Drive to Laura Duncan Road if the railroad bridge is replaced.
 - Service Road near Blackburn Road – The service road on the south side of US 64 that connect to Salem Street can be shortened due to surface streets being constructed under the collector street plan. URS will update the design based on the collector street plan in this location.
 - Fern Valley – The connection is recommended to be closed due to the proximity to the Collector/Distributor roadway near NC 55. Discussion on whether this could remain ensued and it was determined that the proposed connection to NC 55 was the best solution. Mr. Dalton also mentioned that there may other opportunities to connect the roadway to the north as the land develops.
 - NC 55 through Jenks Road – The corridor from NC 55 to Jenks Road was discussed and the only change in design is that the NC 540 bridges will be constructed over US 64 and will be long enough to accommodate the future Collector Distributor roadway in both directions of US 64.
 - NC 751 – The size of the proposed interchange at NC 751 generated concerns from Chatham County staff and elected officials because the area is planned to be an office or research park and has limited developable land due to the proximity to Wake County and the Jordan Lake State Park land. The alternatives developed previously considered the ability to construct the interchange if the land on the south side of US 64 remained historic and the previously recommended alternative encompassed the land that would be required for both a standard interchange if the land was developed privately in a manner that was not consistent with the historic design and it was no longer eligible as a historic property

and for an interchange that avoided the historic property by relocating US 64 to the north. Mr. Johnson requested that the design for the relocated US 64 be tightened up such that it would use less land and utilize more of the existing pavement. It was determined that the best option would be to show US 64 relocated to the north and the configuration be tightened up to reduce the footprint and increase the amount of existing pavement that could be maintained in the construction of the design.

- o Farrington Road to US 64 Business – The corridor from Farrington Road to the US 64 Business interchange was discussed and it was determined that no changes in the recommended long-term alternative were needed.
- There was also a brief discussion of the need for the service roads for the freeway portion of the project west of NC 540 and whether they could be eliminated to reduce the cost. This would result in maintaining existing driveways on US 64 and it was decided that this approach was not compatible with a high-speed facility with freeway interchanges.

Review of US 64 Corridor Study Report Outline

- Mr. Wasserman and Mr. Trencansky discussed the outline of the Corridor Study Report with the Team. The Team discussed several questions about the content of the CSR and made the following conclusions:
 - o The introduction would include a summary of the steps between the corridor study being completed and construction, while the implementation plan would include more detailed information on the process
 - o A set of maps showing the crash locations would not be included in the CSR
 - o The traffic forecast sections of the CSR would include only the Average Daily Traffic (ADT) volumes and would provide a reference to the Traffic Forecast Report for turning movements and design factors.
 - o We will discuss No-Build, transit, Travel Demand Management, Traffic Systems Management and conventional widening in the Alternatives chapter
 - o A determination will need to be made on how to present the design and capacity for sections that were revised during this meeting
 - o That the term “Segment” should be replaced with “Intersection” in the Implementation Plan
 - o That the CST meeting minutes will need to be incorporated into the CSR
 - o The recommended plans will be referred to as the Short-term Solution and Long-term Solution.
 - o An updated outline will be sent to the Team for comment in the near future.
- The meeting was adjourned at approximately 5:30 PM

Corridor Study Team Meeting #7

R E C O R D O F M E E T I N G

To: Corridor Study Team
From: Peter Trencansky
Date: March 29, 2010
Subject: Report of Meeting, US 64 Corridor Study Team, March 25, 2010

A Corridor Study Team (CST) meeting was held at the Page-Walker House in Cary, NC on March 25, 2010 from 8:30 AM to 11:00 AM. The attendees were as follows:

Dan Thomas	NCDOT – Transportation Planning Branch
Terry Arellano	NCDOT – Transportation Planning Branch
David Wasserman	NCDOT – Strategic Planning Office
Wally Bowman	NCDOT – Division 5
Joey Hopkins	NCDOT – Division 5, Wake District
Jennifer Britt	NCDOT – Division 8
Jennifer Portanova	NCDOT – Work Zone Traffic Control Unit
Derrick Weaver	NCDOT – Project Development and Environmental Analysis
Ed Johnson	Capital Area Metropolitan Planning Organization (CAMPO)
Kenneth Withrow	CAMPO
Chris Lukasina	CAMPO
Lori Cove	Town of Cary
Juliet Andes	Town of Cary
Tim Gardiner	Wake County
Ben Howell	Chatham County
Joe Milazzo II	Regional Transportation Alliance
Peter Trencansky	URS Corporation
Chris Werner	URS Corporation
Mark Freeman	Gibson Engineers
Nathan Phillips	Gibson Engineers

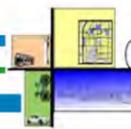
Introductions

Mr. Trencansky began the meeting with each attendee introducing themselves and distributing the agenda.

Review of Next Steps

Mr. Trencansky stated that a brief meeting was held on February 15th to discuss the next steps with NCDOT, CAMPO, Town of Apex and Town of Cary attending. The results of the meeting were presented to the group as follows:

- Following this meeting the Draft CSR will be revised and cost data will be added.
- A Revised Draft CSR will be provided to the CST for a final review before it is released to the public.
- The Draft CSR will be released to the public and will include a press release from the NCDOT Communications Office.
- The possibility of providing a question and answer session was discussed and it was decided that one would not be provided.
- The study partners will work collaboratively to determine the framework for the Council of Planning that will hopefully emerge at the end of the CSR process.



- Collect public and Agency comments on the Draft CSR
- Hold CDT Meeting #8 to review the comments and make revisions to the CSR
- Finalize CSR and hopefully have it endorsed by the local governments
- Submit the CSR for approval by CAMPO

It was also recommended and agreed that the schedule of next steps sent previously be updated and sent to the group to help them keep track of the upcoming steps.

Review of Draft Corridor Study Report Comments

Mr. Trencansky distributed a list of comments that needed to be discussed with CST based on the comments received on the draft report. Mr. Trencansky thanked all those who provided comments and stated that for comments by non-NCDOT team members all comments were either included or discussed with the person who provided the comments. For NCDOT staff members the comments were reviewed by Mr. Trencansky and Mr. Thomas and a determination was made on which comment would be incorporated. Following the initial review of the comments several comments were selected for additional discussion by the CST. The comments and decisions made are included as follows:

General Comments

- In the acknowledgements section, should the stakeholders group be added?
 - It was decided to add the stakeholder group individuals to the list
- Suggestion that the public involvement chapter be moved up in the document to show how important it is/was.
 - It was decided that the public involvement chapter will remain as Chapter 8 as it provides a good summary of the process and will be close to the information in the Appendices which is most related to public involvement. It was decided that a Preface would be developed that included discussion on the role that public involvement played in the study process.

Chapter 1 Comment

- Page 1 - Suggest moving the second sentence through the end of that paragraph (starting with "This plan will be used to guide.....") to below the next paragraph.
 - Comment Incorporated

Chapter 2 Comments

- Cover – Should the photos on the divider sheets be labeled?
 - It was decided that all of the photos on the divider sheets would be labeled with a caption and date of photograph
- Page 8/9 - On page 8 or with the figures on page 9, it would be helpful to better describe what they are trying to show (i.e. what do the dots or colors mean).
 - A legend was added to the figures and it was determined that Jordan Lake should be shown. The text will also be augmented to describe that the data was developed prior to some of the major developments that have occurred recently.
- Page 16 – Are the intersection safety measures necessary or can they be deleted?
 - It was determined that the information was not pertinent and that recommendations for intersection improvements are more appropriate for the NCDOT Highway Safety Improvement Program (HSIP).

Chapter 3 Comments

- Recommendation that the short term and long term solutions need to be separated into separate chapters and go along with their individual sheets to avoid any confusion.
 - It was determined that the chapter would remain as it currently is due to the goal that the long-term solutions would build off of the short-term solutions.

- Page 22- Concerned with the use of the term "liability" as this has a legal connotation. Can another term be used?
 - The term liability is the term used in the FHWA Signalized Intersection Users Guide, which was the basis for this section. It was agreed that "limitations" would be used instead.
- Page 40 - Remove the statement from the table under Edinburgh that states that the Town of Cary will add additional eastbound lane on US 64.
 - Comment Incorporated
- Page 40 – Should the re-routing of US 64 onto NC 540 be discussed as a short-term recommendation or a long-term recommendation?
 - It was determined that people expect it to be a short-term recommendation and that rather than splitting them up into short-term and long-term that they be combined and moved to the Implementation Plan chapter.
- Page 65 – How should it be described that the long-term solution may have LOS F by 2035?
 - It was determined that the sentence should state that "additional studies will be undertaken to determine the appropriate solution."
- Page 66 – Should the design include 2 lanes on ramp from US 64 eastbound to US 1 northbound?
 - It was determined from a capacity standpoint that a two lane ramp was not needed. It was noted that US 1 will eventually need to be widened and the configuration would be evaluates as a part of that project.
- Page 92/93 – Questioned whether it was confusing having a short-term interim solution and whether or not it met Apex's needs for developer approvals?
 - CAMPO stated that they had spoken with Apex and they would likely rely on NCDOT Division 5 to determine what an acceptable configuration would be for the short-term solution. It was noted that the CST recommended the Median U-turn Crossover and it was determined that the best way to include this in the report would be to note the recommendation on Page 92 and move page 93 to the Appendix.

Chapter 4 Comments

- Page 1 – Comment that they thought we were not going to reference years, rather discuss improvements on an as-needed basis only?
 - It was determined that for planning purposes there is a need for using the planning horizons in CAMPO's plan; however the text needs to be clear that they would be implemented on an as-needed basis. It was also determined that the dates would be referenced as "anticipated" timeframes.
- Page 4 – Is the wording relating to the implementation of no improvements prior to the completion of NC 540 too restrictive? There may be a spot safety project at Shaepherd's Vineyard prior to NC 540 opening.
 - It was determined that the text would also include a statement that in the event that a serious safety or operational concern occurs that NCDOT may implement measures to improve safety or mobility. Also it was determined to remove the last sentence in the paragraph.
- Page 4 - Comment that the implementation timeframes should be a range of years, instead of a specific year (e.g. 2025 relates to the 2015-2025 timeframe).
 - It was determined that the ranges would be used throughout the implementation plan.
- Page 5 – Recommendation that Edinburgh be Priority #3
 - It was determined that based on public input that the expectation was that Edinburgh would be held off for as long as possible and that prioritizing it at #5 was more in line with the publics expectations.



- Page 12/13 - concerned with putting in so much information about DOT processes in case things change.
 - It was determined that the section would be simplified by removing the flow charts and providing a brief text explanation of the process noting that public involvement will be included in the future studies.
- It was recommended that the study include a reference to the Triangle Region ITS Strategic Deployment Plan Update and that the improvements be coordinated with the plan.
 - It was determined that the plan would be referenced in the list of recommendations for the study.

Chapter 5 Comments

- Page 138 – Should the discussion on Swift Creek Greenway Crossing be revised?
 - The design was discussed and it was determined that the location would be shown at the Autopark Boulevard intersection and that the Town of Cary Parks and Recreation Department would determine the proposed design for the crossing.
- Should the maps included be enlarged to the same scale as the design maps?
 - It was determined that the maps were adequate as they are only intended to provide a graphical representation of the connectivity. The detailed design and location of the facilities is beyond what should be included in corridor study and would be implemented by the local governments in the future.

Chapter 6 Comments

- No Comments for discussion

Chapter 7 Comments

- No Comments for discussion

Chapter 8 Comments

- Page 205 - Should Section 8.1.2.6 describe the stakeholders group and at least define membership by representation.
 - It was determined that the CSR would include a listing of the different groups that were involved in the stakeholder group.
- Page 205 – Should there be more information on the Stakeholder Workshop and follow-up meeting including that stakeholders were receptive to participation, felt like the study team listened to their input, and how several could live with the revised recommendations.
 - It was determined that the Appendix includes the meeting minutes and that Chapter 8 was more for reporting what public involvement occurred. It also needs to be determined if the meeting minutes to the follow-up meeting have been sent to the participant for comment.

Appendix Comments

- Should the Appendix also include the presentations and handouts provided at the Stakeholder Workshop and the Stakeholder Follow-up meeting?
 - It was determined that no new information was presented that hasn't been included in the report or in other presentations and that no additional information would be included in the Appendix. It was also noted that the information was available on the website.

Review of Draft Corridor Study Report Executive Summary

Mr. Trencansky inquired if anyone had recommendations based on the draft Executive Summary sent to the group on March 22nd. There was extensive discussion on what should be included in the executive summary with the following items being discussed:

- A majority of the attendees felt that it should be very short, concise document that could easily be e-mailed (i.e. Less than 1 MB) and only include a brief introduction and a summary of the recommendations
- Several attendees noted that with such a long report that an executive summary that includes the major decisions and describes the process may be better and that it should only be long enough to concisely describe the study.
- It was recommended that the executive summary be developed in 8.5 x 11" format as it is easier to print.

Based on the discussion it was determined that the executive summary would be developed to be concise as possible and that if it was not possible to condense it to a level that would be small enough to e-mail that a separate "Summary of Recommendations" could be developed.

Wrap-up Discussion

Mr. Trencansky inquired if anyone had any additional questions and one additional item was discussed. It was recommended that the NCDOT Communications Office develop a press package that addresses the frequently asked questions and refers to all of the study partners while maintaining NCDOT as the primary point of contact.

The meeting was adjourned at 11:00 AM.



Corridor Study Team Meeting #8

RECORD OF MEETING

To: Corridor Study Team
From: Peter Trencansky
Date: September 23, 2010
Subject: Report of Meeting, US 64 Corridor Study Team

A Corridor Study Team (CST) meeting was held at the Town Hall of Apex on September 21, 2010 from 8:30 AM to 11:00 AM. The attendees were as follows:

Dan Thomas	NCDOT – Transportation Planning Branch
Terry Arellano	NCDOT – Transportation Planning Branch
Wally Bowman	NCDOT – Division 5
Joey Hopkins	NCDOT – Division 5, Wake District
Reid Elmore	NCDOT – Division 5, Wake District
Tim Johnson	NCDOT - Division 8
Jennifer Britt	NCDOT – Division 8
Jim Dunlop	NCDOT – Congestion Management
Kelly Becker	NCDOT – Mobility and Safety Division
Brenda Moore	NCDOT – Roadway Design
Thad Duncan	NCDOT – Roadway Design
Michael Hosey	US Army Corp of Engineers
Ed Johnson	Capital Area Metropolitan Planning Organization (CAMPO)
Kenneth Withrow	CAMPO
Lori Cove	Town of Cary
Todd Delk	Town of Cary
Russell Dalton	Town of Apex
Reed Huegerich	Town of Apex
Benjamin Howell	Chatham County
Peter Trencansky	URS Corporation
Mark Freeman	Gibson Engineers

Introductions

Peter Trencansky began the meeting by distributing the agenda and handouts and each attendee introduced themselves. In addition to the CST members in attendance, three members from the Stakeholder Group also attended the meeting.

Discussion of Comments on Draft CSR

All of the comments that had been received were reviewed by the Corridor Study Team and considered in the development of the Final Corridor Study Report. Several items were selected for detailed discussion at the meeting. The following comments were discussed along with a summary of the responses provided:

1. Request that the four-lane typical section between US 1 and Lake Pine Drive be preserved.
2. Request that the recommendation for superstreet configuration be removed from the plan.

3. Request to consider alternate transportation modes, such as mass transit and travel demand management.
4. Request to further address the concerns of the community in the Cary/Apex area and to protect the unique community
 - Recommend that the CSR Executive Summary contain a discussion on the link between land use and transportation and include a recommendation that the Towns and Counties re-evaluate their land use plans to be compatible with their desired vision for a four-lane US 64. Also include a recommendation that Chatham County re-evaluate their land use plan to allow for increased density and land uses that could support their goal of mass transit
5. Request to rename the current US-64 corridor "US-64 Business/Tryon Road"
6. Request to label the section of NC 540 between US 64 and US 1 as the US 64 bypass prior to opening NC 540 to traffic
7. Request to expand the language for the recommendation to sign US 64 along NC 540 to include more explicit language that would recommend that the existing US 64 be re-designated as US 64 Business/Tryon Boulevard and NC 540 be designated as US 64 Bypass
 - Recommend that the recommendation be more explicit and state that "This recommendation would request that NCDOT consider a formal recommendation to designate the NC 540/US 1 roadways as US 64 Bypass and re-designate existing US 64 as US 64 Business by submitting an application to the American Association of State Highway and Transportation Officials (AASHTO) for approval. If approved by both NCDOT and AASHTO there may also be some legislative issues that would need to occur to allow the signing of a US route along a toll road." If the request is approved the installation of signs would occur at the appropriate time. Designation of the existing US 64 route as Tryon Road may be possible and may require that the local municipalities request the re-naming.
8. Request that a recommendation be made for dynamic message signs that highlight travel time differences between the existing 64 corridor and the 540 freeway routing be installed.
 - Recommend that this be evaluated as part of CAMPO's ITS planning
9. Request to designate a toll-free NC-540 bypass of existing US 64
 - The recommendation to designate a toll-free NC-540 bypass of the existing US-64 is beyond the control of the study team. The NC-540 project is currently funded and under construction as an approved toll facility. It is important to note that without the toll solution, this roadway has no other identified funding source and would not be under construction at this time, which may further increase the future traffic volumes along the current US-64.
10. Request to include additional evaluation of potential environmental impacts, including: water quality (especially to Jordan Lake and the Haw River), air quality, effect on recreation, effect on drinking water, effects to historic and archeological resources (including Section 4(f)), noise, Natural heritage and park lands, headwater and impaired streams.
11. Request that an EIS be prepared for the entire corridor from Raleigh to Charlotte prior to implementing any of the corridor recommendations
 - The level of environmental analysis in the CSR is more than adequate for an advanced planning study. More detailed evaluations of the environmental impacts would be conducted in the NEPA phase of the project development process once the project is funded. Further development of the recommendations for the corridor will comply with NEPA
12. Request that consultation with Office of State Archeology be completed as defined in NC General Statutes 121-12(a) and inclusion of discussion on compliance with Section 106 be included in the report.
 - The General Statute stated applies to an undertaking that results in construction of a project. Because this is an advanced planning study, no construction will occur and coordination with the Office of State Archeology is not appropriate. Compliance with Section 106 will occur during the NEPA phase of project development once projects are funded.

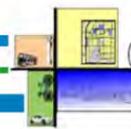


13. Request to address the safety concerns at the NC 751 intersection immediately and not to wait for the short-term or long-term solutions
14. Request that the study address the safety problems at the Shepherd's Vineyard intersection and include a recommendation to close the median at this location
 - These intersections have been identified in the 2010 Highway Safety Improvement Program as potentially hazardous intersections, with a statewide rank of #372 (NC 751) and #1302 (Shepherd's Vineyard) and will be considered for safety improvements as funding becomes available. The intersection configurations would be revised to improve safety as part of the recommended short-term solution for these locations.
15. Request to remove the planned superstreet configuration in Chatham County due to concerns with emergency response times and safety
 - The superstreet does not increase the response time as currently the fire trucks must make a u-turn at Farrington Road to go west, which they can still do with the superstreet
16. Request to include further evaluation of the effects on the evacuation plan for Shearon Harris nuclear plant
 - Due to the two-phase operation the superstreet intersections would have a greater capacity to accommodate directional flow traffic that traditional intersections and would likely improve evacuation times.
17. Request to further evaluate safety of u-turn movements for vehicles hauling boats and school buses
 - Research has shown that the superstreet crossing is safer than a full movement left turns from a side street. There is not evidence that this conclusion would be different for larger vehicles.
18. Request to include planning for park and ride facilities for transit
 - Recommend that the CSR include a recommendation that as local transit plans develop that the towns and counties along the corridor be proactive in identifying locations for park and ride facilities.
19. Request to include the consideration of high speed rail and making connections to the route from the US 64 corridor
 - Planning for connections to high speed rail should be coordinated with the appropriate agencies and are beyond the scope of this study. The study found that a vast majority of the traffic along US 64 was local and regional (within 20 miles of the corridor) which would not be alleviated by high speed rail.
20. Request to revise the short-term and long-term vision for the corridor as it is not consistent with the local land use and economic development plans and would encourage strip mall development.
 - Land use decisions along US 64 are under the purview of local governments. It is suggested that the CSR include a recommendation that the Chatham County Land Use plan be re-evaluated to include measures that allow for development that is consistent with local vision for the corridor, similar to the major corridors ordinances considered previously by Chatham County.
21. Request by Chatham County Board of County Commissioners to abandon the plan to make US 64 a speedway to Charlotte
 - The goal of the study is to develop a master plan (for US 64 from US 1 to US 64 Business) to preserve and enhance mobility and safety along US 64, while balancing community access and interests

22. Request to place roundabouts at intersection in place of superstreet configuration or interchanges
 - The projected traffic volumes substantially exceed the capacity of roundabouts and would not be feasible. Also would be very problematic for pedestrian safety.
23. Request to lower the speed limit on US 64 immediately and not to wait for speed studies
 - NCDOT will not lower a speed limit without a study
24. Request to include a recommendation that maintains the prohibition of twin trailers on the section of US 64 between US 1 and NC 540
 - A public Hearing on this matter will be held this fall and is beyond the scope of this study.
25. Request to modify the statement in the report that the superstreet emerged as the preferred solution in Section 3.3.1.2.
 - This is a true statement. The superstreet did emerge as the preferred solution during the initial evaluation of short-term concept, which is the heading for Section 3.3.1 and was presented to the public at Workshop #2. Subsequent changes to this conclusion are discussed in the CSR.
26. Request that a recommendation be made to evaluate traffic flow 1-2 years after NC 540 is open to determine if the traffic pattern or volumes have changed
 - NCDOT will continue collecting traffic data along the corridor and it is recommended that CAMPO monitor traffic patterns along the corridor once NC 540 is opened and take into account any changes when developing future travel demand models or long-range plans.
27. Comment that the long-term solution would cause increased response times and cause insurance rating problems for residents
 - Recommend that the CSR include a recommendation that Chatham County consider the emergency response times in their planning efforts and provide additional fire departments as needed to accommodate the population growth.

Review of Next Steps

Mr. Trencansky began a discussion of whether the CST felt that a Council of Planning should be established along the corridor to maintain the higher level of coordination that occurred during the study. Following some discussion it was decided that the entities along the corridor would continue to coordinate with one another; however, a formal Council of Planning would not be developed. It was also decided that if the need for a Council of Planning arose that it could be discussed among the study partners at the appropriate time.



Agency Team Meeting #1

RECORD OF MEETING

To: NEPA/Section 404 Merger Team
Corridor Study Team

From: Jeff Weisner

Date: March 17, 2008

Subject: **Report of Meeting, US 64 Corridor Phase IIA Study, NEPA/Section 404 Merger Team Meeting, February 21, 2008, 9:00 A.M, Board Room, NCDOT Highway Building, Raleigh.**

A Project Merger Team Meeting was held to initiate early coordination with Federal, state, and local agencies. The meeting was held in the Board Room of the Highway Building in Raleigh on February 21, 2008 at 9:00 A.M. The attendees were as follows:

- Felix Davila – FHWA
- Francis Ferrel – USACE-BE Jordan
- Michael Hosey – USACE-Operations
- Craig Shoe – USACE-Jordan Lake
- Tara Norakowski – USACE
- Christopher Militscher – EPA
- Kathy Matthews – EPA
- Gary Jordan – USFWS
- Travis Wilson – NWCNC
- Renee Gledhill-Early – DCR/SHPO
- Rob Ridings – DWQ
- Amy Simes – DENR
- JL Picklesimer – NCDOT
- Kenneth Withrow – CAMPO
- Pat Strong – TJCOG
- Jennifer Harris – NCTA
- Thad Duncan – NCDOT/Roadway
- Eric McLamb – NCDOT/NEU
- Tim Gardiner – NCDOT/NEU
- Rockne Bryant – NCDOT
- Terry Arellano – NCDOT
- Dan Thomas – NCDOT
- Rick Lakata – NCDOT/TIP Unit
- Brenda Moore – NCDOT/Roadway
- Derrick Weaver – NCDOT – PDEA
- David Wasserman – NCDOT/TPB
- Ed Lewis – NCDOT/PDEA
- Chris Werner – URS Corporation
- Peter Trecansky – URS Corporation
- Jeff Weisner – URS Corporation

Peter Trecansky started the meeting with introductions of those in attendance. He then gave a PowerPoint presentation on the US 64 Corridor Study that consisted of:

- Project overview – two phases of the project; Phase I is complete and this project is conducting Phase IIA
- Project (Phase IIA) description – project involves:
 - Functional design, long-term and short-term
 - Traffic forecasts
 - Identification of environmental features/issues
 - System linkage
 - Land use
 - Community/stakeholder involvement
 - Development of a phasing plan
 - Preparation of a Corridor Study Report
- Merger Team participation –
 - Early agency coordination in planning phase is required for SAFETEA-LU compliance
 - Project is **not** looking for concurrence or permits
 - Seeking input on Purpose and Need and environmental resources
- Traffic volumes, operations, intersection/interchanges
- Purpose and Need
- Overview of identification of environmental issues
- Preliminary Study Alternatives

During the presentation Mr. Trecansky asked that meeting participants interject with any questions or information they had.

During the presentation and review of identified environmental resources/issues, Renee Gledhill-Early asked if the Ferrell White House is still at its present location near the western end of the project. The response was yes, but it is located outside the potentially affected area. She also asked if the New Hope Historic Archaeological site was missing from the map. Mr. Trecansky said that it was decided not to include archaeological sites on the maps to protect their locations. It was noted that the New Hope site is a well documented historic site and its location is not as sensitive as that of a prehistoric site.

Chris Militscher asked if prime farmlands and soils had been considered. The response was that they had not been to this point in the study, but farmlands and soils will be considered in evaluating alternatives.

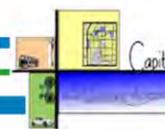
Ed Lewis noted that fishing occurs from undesignated areas along the causeway at Jordan Lake, and that during holiday weekends, people park in the right of way there. The project team will have to address access issues in this area, especially if controlled access is proposed. Mr. Trecansky noted that the portion of the project through the Jordan Lake area will be studied as an expressway because access to Jordan Lake and park areas will need to be maintained. It is likely that the design in this area would not include signals, but could include median openings; however, traffic movements would be restricted to right-in and right-out.

Mr. Trecansky reviewed the preliminary study alternatives and asked the Merger Team for questions and comments.

Emergency vehicle access to the parks at Jordan Lake across US 64 was discussed. A possible solution to precluding access of emergency vehicle across the median would be to include emergency-vehicle-only crossings.

Chris Militscher asked if frontage roads in the vicinity of Lake Pine Drive and Chalon Drive would be two lanes. David Wasserman answered that we were not sure yet as the options are yet to be studied. Mr. Trecansky added that the number of lanes would vary with the location of slip ramps.





Gary Jordan asked if the traffic numbers included the traffic that would be generated by the proposed Preston development (a 7,000 acre development located mostly south of US 64 in Chatham County near Pittsboro) proposed at the western end of the project. Mr. Trencansky responded that the numbers did bump up a bit and that the effect of the proposed development would be considered.

Mr. Jordan added that water quality is a substantial issue in the Pittsboro area. Mr. Trencansky stated that water quality issues would be studied, not to the NEPA compliance level, but it will be addressed. The study team will be conducting a land use analysis and the intent is to provide a corridor vision for municipalities to use in their planning processes.

David Wasserman explained that the project had a Corridor Study Team (CST) that was helping to make decision in the corridor planning process. He described the function of the CST and explained that one of the CST's responsibilities is to do as much up-front communications as possible with local stakeholders to foster buy-in on the corridor vision. A memorandum of agreement (MOA) among the major stakeholders in the corridor will be developed as part of the project.

Michael Hosey noted that a representative of Preston Development, Philip Culpepper, attended the last CST meeting. Gary Jordan noted that he had a USFWS representative attend in his place at the last meeting with the developer and she heard something about privately funded roads in the proposed development and he asked if that would be addressed by the corridor study. Mr. Jordan also noted that storm water runoff will be an issue with new roads and other development. The response was that the effect of the Preston development had not been considered yet, but the study team is working with Pittsboro to identify issues.

Mr. Hosey indicated that an EIS may be required for the proposed Preston development 404 Regulatory permit if multiple items proposed such as the Hwy 15 bypass, a new sewer plant and outfall, etc. are included as part of one project. The Corps Regulatory Division is coordinating with the developer but this determination has not been made.

Mr. Trencansky described the next steps in the process. These include finishing the development of alternatives, scheduling a public workshop in May to get comments on the alternatives, and scheduling a future meeting with the Merger Team after the workshop. He further explained that no improvements within the project study corridor are funded and that the project team is working on a guide for corridor development that can work in the future.

Felix Davila suggested that the study team could learn from other corridor studies such as the US 52 Study (U-2826B, Michael Penny was the Project Engineer).

Chris Militscher added that the USACE property is not condemnable and the project needed to engage the USACE land managers. Mr. Trencansky stated that that project team was aware of this and that the USACE is a member of the CST. Federal land transfers would be addressed. Mr. Trencansky asked if any impacts not affecting the use of Corps property are considered Section 4(f) impacts. Michael Hosey stated that mitigation would be required for any adverse impacts to Corps property. A representative of the USACE Regulatory Branch was not present at CST Meetings but the project team will coordinate with the USACE regarding this issue.

Mr. Trencansky asked the Merger Team if it would be better to return to the Team once we had developed alternatives or after we had presented the alternatives to the public. The Merger Team agreed that it would be best to return after receiving public input.

Mr. Trencansky asked if anyone else had any comments and hearing none the meeting was adjourned.

Agency Team Meeting #2

RECORD OF MEETING

To: NEPA/Section 404 Merger Team
Corridor Study Team

From: Peter Trencansky

Date: April 21, 2010

Subject: **Report of Meeting, US 64 Corridor Phase IIA Study, NEPA/Section 404 Merger Team Meeting, April 20, 2010, 10:30 A.M., Board Room, NCDOT Highway Building, Raleigh.**

A Project Merger Team Meeting was held to update the merger team on the study recommendations. The meeting was held in the Board Room of the Highway Building in Raleigh on April 20, 2010 at 10:30A.M. The attendees were as follows:

- Rob Ridings – NCDWQ
- Eric Alsmeyer – USACE
- Travis Wilson - NCWRC
- Chris Militscher – EPA
- Scott Walston – NCDOT TPB
- Chris Lukasina – CAMPO
- Ron Lucas – FHWA NC Division
- Meghan Giles – NCDOT TPB
- Dan Thomas – NCDOT TPB
- Thad Duncan – NCDOT/Roadway
- Jerry Snead – NCDOT Hydraulics
- Derrick Weaver – NCDOT – PDEA
- Herman Huang – NCDOT Community Studies
- Mike Stanley – NCDOT TIP
- Greg Thorpe – NCDOT PDEA
- Missy Pair – NCDOT PDEA
- Harrison Marshall – NCDOT Community Studies
- Peter Trencansky – URS Corporation
- Mark Freeman – Gibson Engineers

Peter Trencansky started the meeting with introductions of those in attendance. Mr. Trencansky then explained the purpose of the meeting; to update the team on the progress since the February 2008 meeting, show the group the detailed recommendations, and to ask for comments from the team.

He then began the PowerPoint presentation on the US 64 Corridor Study, with an overview of what was to be presented, followed by a general description of the project location and study area. Mr. Trencansky went on to state that the study report would be released to the public May 1st, and gave a short overview of what was included in the report. Next, he provided an overview of the public involvement effort that was undertaken for this study, noting that there were additional meetings beyond the original expectation, as the public did not receive the initial concept favorably. Mr. Trencansky then showed a brief visualization of the original long-term solution, and explained the issues that were raised during the early workshops, including division of the





community, especially around the Mackenan, Chalon and Edinburgh Drive areas, and the focus on overall corridor mobility over local access.

Mr. Trencansky went on to explain that that there would be no request for concurrence on the project. Mainly, this meeting was to fulfill requirements for early agency coordination.

Mr. Trencansky showed a depiction of the “Carmel interchange” and explained that this was the recommended treatment at Laura Duncan Road (both short term and long term), and at Lake Pine Drive (long term).

Next, Mr. Trencansky discussed the environmental analysis for the project. Mr. Trencansky explained that impacts were calculated based on a 40’ offset from the assumed Right-of-Way (ROW) line, and as such, were considered to be conservative in nature.

Regarding the long-term recommendation, there were a number of impacts that were noteworthy. The stream impacts, most all occurring in the Jordan Lake watershed, were specifically noted. One reason for the increased impacts for the long-term as compared to the short-term recommendations was that the long-term plan included interchanges at a number of locations where the short-term plan included super-street type intersections. Further, in the long-term plan, there were a number of y-lines that would need to be improved, as the existing 60’ of ROW would be insufficient for the full build out.

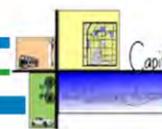
Mr. Trencansky noted that one area in particular (Big Woods Road/Seaforth Road) impacted the New Hope Rural Historic Archeological District. Christopher Militscher asked if the New Hope Rural Historic Archeological District was included in the National Register of Historic Places. Mr. Trencansky stated that it was. Mr. Militscher asked if the 36.5 acres identified in the impact table would be a taking. Mr. Trencansky confirmed that it would be a taking. Mr. Militscher asked what avoidance would be shown for the archeological district. Mr. Trencansky explained that the project was not assumed to take any of the contributing elements of the district. Ron Lucas stated that the only avoidance would be to completely avoid the site. Mr. Militscher stated that this was a red-flag issue. Mr. Trencansky concurred, but explained that it is difficult to make a determination as to the impact at this level of detail. Mr. Militscher asked if the impact to the archeological district was due to a planned interchange. Mr. Trencansky confirmed that the impact was due to the planned interchange at Big Woods/Seaforth Road. Further, Mr. Trencansky stated that the impacts were calculated based on the proposed interchange, plus an additional 40’ from the edge of the ROW, and thus were very conservative.

At this point, Mr. Trencansky displayed the hearing maps for the short-term and long-term scenarios. For the short-term maps, Mr. Trencansky began at the western-most project limit (US 64/US 64 Business interchange area), and went through the entire project interchange by interchange. Mr. Trencansky provided additional explanation at the Laura Duncan connection, explaining the recommended “Modern Roundabout Interchange” similar to the interchange constructed in Carmel, IN. He added that this treatment was chosen mainly due to public concern with pedestrian activity near the high school. Also, Mr. Trencansky noted that the proposed intersection treatment at Lake Pine Drive differed slightly from the other super-street type intersections in that it allowed through movements from the side streets. This change, he explained, was in response to public concern that the project was negatively impacting local access in favor of overall corridor mobility. No questions were raised regarding the short-term solution.

Next, Mr. Trencansky went intersection by intersection through the long-term solution. He pointed out specific details throughout, including the planned multiuse path. Mr. Trencansky provided additional detail at the Mt. Gilead Church interchange, explaining that Chatham County had no overlay district to protect the future ROW at this location, and as such, local representatives requested a compressed interchange design. Next, Mr. Trencansky displayed the Big Woods/Seaforth interchange, and the archeological district that was previously discussed. He noted that in one of the earlier versions of the plan, there was an alternative alignment shown for Big Woods Road that avoided the archeological district, but was rejected due to the large number of residential relocations that alternative would create. Mr. Militscher stated that the plan was not context

sensitive, as existing developments had “boxed in” potential alternatives (presumably referring to impacts to the archeological district). Mr. Trencansky stated that there were residential developments all around the alternative, and that there was no open area on either side of the existing Big Woods alignment. Mr. Militscher questioned how there could be residential dwellings located on property listed in the National Register (of Historic Places). Further, he asked if that made every new home built historic. Missy Pair stated that the area was an archeological district, and not a historic district. Mr. Trencansky added that there were no impacts to contributing elements of the district, and further that the value of the elements would be in recovery, not preservation on site. As such, there was no 4F impact (referring to section 4F of the Department of Transportation Act of 1966, Title 49 USC, section 1653(f)). Ms. Pair further explained that private citizens were not subject to the provisions of Section 4F, and as such, could build on property in the identified district. Mr. Militscher asked if SHPO (State Historic Preservation Office) would have authority over the archeological district. Ms. Pair explained that the district was eligible under Criteria D, and as such, 4F would not apply. However, she did add that 106 would (referring to Section 106 of the National Historic Preservation Act). Mr. Trencansky added that the item was recognized as needing more detailed study when the project moves forward. Mr. Militscher asked if the proposed interchange at Big Woods Road/Seaforth Road was needed due to anticipated development. Mr. Trencansky answered that it was needed partially to accommodate new development, but was also recommended to provide a turn-around point, as the lake access points were converted to right-in/right-out operation in the long-term plan. He added that this location was projected to have relatively low volumes, as compared to others in the study area. Mr. Militscher noted that the future ramp locations for the proposed interchange would impact Windfall Branch. Mr. Militscher asked if the Demonstration Forest was significant. Mr. Trencansky responded that it was located on federally owned land. Eric Alsmeyer asked if the operations side of the Corp of Engineers was included on the study team. Mr. Trencansky stated that the Corps was included on the corridor development team. Mr. Militscher noted the configuration of the service roads at interchanges, and asked why, if a compressed interchange design was utilized, did the service road bulge out as shown. Mr. Trencansky stated that the designers followed NCDOT guidelines, and placed the nearest intersection 1000’ or more away from the interchange. Mr. Militscher followed up his question, and asked why then, did the service roads bisect property as they did, rather than being placed closer to the y-line ROW. Mr. Trencansky stated that in many instances, there were new developments, or new structures that were not shown on the hearing map, and that the designs were created to avoid buildings and to follow existing property lines to the greatest extent possible. Mr. Militscher further explained that he did not see a benefit to a compressed design, if the service roads were located so far away. Mr. Trencansky noted that if the interchange design was not compressed, the service roads would be located even farther out. Mr. Militscher asked if the only solution considered for US 64, west of NC 540 was a freeway. Mr. Trencansky noted that they were following the recommendation from the Phase 1 study. Mr. Trencansky pointed out the service road on the north side of US 64 just east of the Farrington Road/Beaver Creek Road interchange. He explained that he received several comments requesting that this road continue to Farrington Road. This revision was not included in the plan as the road would have to pass through Federal lands in order to reach Farrington Road. Further, the service road did provide access to the east, and as such, allowed residents a connection to US 64. Mr. Trencansky noted that the multi-use path is proposed to end just past Jenks Road. From that point eastward, pedestrian and bicycle access was planned to be provided through local communities, subdivisions, and other planned facilities. Mr. Trencansky noted that a collector-distributor (CD) facility was proposed in the vicinity of the NC 540 interchange due to projected weaving movements. Mr. Alsmeyer asked if the bridges for NC 540 would accommodate the proposed US 64 design. Mr. Trencansky stated that the bridges for NC 540 would allow for the proposed design. Also, he added that the bridge width for the proposed Kelly Road bridge in the NC 540 design would not carry the laneage proposed in the US 64 plan. However, that bridge could be widened in the future. Mr. Trencansky noted that the initial plan of providing interchanges through Cary was revised due to issues raised at the workshops. As such, the revised plan recommends widening of US 64 and alternative intersection treatments such as the superstreet concept. He then noted the design at each intersection. Mr. Lukasina asked if the proposal at Laura Duncan Road and Lake Pine Drive was the same. Mr. Trencansky confirmed that it was. Mr. Lukasina noted that the plan should show the recommended design at that location, as it was not shown on the hearing map. Mr. Trencansky





noted that the Corridor Study Team determined that their was not adequate funding to develop the designs at this point. However, he noted that there was an image of the preferred design in the body of the report.

Mr. Militscher asked when the study team planned to start the NEPA (National Environmental Policy Act) process, and if there would be a notice of intent coming soon. Mr. Trencansky noted that some projects were being considered for implementation in the near future. Mr. Militscher asked if the Transportation Improvement Project (TIP) number R-4469 included any federal funds. Mr. Trencansky explained that the project number was an administrative task, and not a construction project. Mr. Militscher noted that analysis and design had been done on the project, and asked why the NEPA process had not begun. Dan Thomas explained that there was no funding for the construction of the project. Further, Mr. Thomas added that the intent of the study was to obtain early agency comments so that better planning decisions could be made at the corridor study level. Also, he added that this was part of the Strategic Corridor vision, meant to try and get the most out of the existing facilities. The plan was to determine an improvement strategy, then deal with congestion as it occurred. Mr. Militscher noted that he often reviewed project that had no funding. Ms. Pair responded that typically the NEPA process was not started until ROW acquisition had been scheduled in the TIP, or in some cases if DOT was certain that ROW acquisition would be funded in the next years TIP, they would begin the NEPA process. Further, she noted that for the US 64 project, DOT wanted to look at environmental concerns during the advance planning functions for smarter long range planning. Mr. Militscher stated his concern of labeling something as an environmental analysis, but without providing accompanying documentation. Ms. Pair stated that environmental analysis had been done, but that this was not a NEPA type analysis. Mr. Trencansky further explained that based on recent FHWA guidance, some decisions made in advance planning stages could be merged into the NEPA process. Mr. Wilson asked if this was the level of detail expected from advance planning studies in the future. Mr. Thomas explained that this level of detail would not be provided on all advance planning studies, but that NCDOT plans to provide more information like this when planning the high profile corridors. Mr. Trencansky explained that the study was driven, in part, by CAMPO requests to look at some of the major corridors to determine opportunities for ROW reservation. He added that recently, developers were required to donate ROW for improvements associated with the long-term vision in the Jenks Road area. That, he explained, was one of the major benefits of the study. Also, he noted a desire from the local entities to plan for improvements, with a realization that there was little opportunity for alternative corridors due to the lake. Mr. Lukasina stated that CAMPO had received requests to look at improvements to the Laura Duncan area, hopefully to begin within the next 12 months. He further asked that the Modern roundabout interchange concept be included in the public involvement material for the US 64 project.

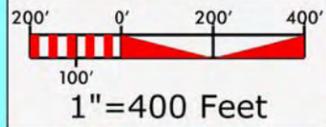
Mr. Trencansky asked if anyone else had any comments and hearing none the meeting was adjourned.

Appendix D: Recommended Interim Short-term Solution at Laura Duncan Road Intersection



SHORT-TERM INTERIM SOLUTION

SHORT-TERM INTERIM SOLUTION



<p>Proposed Pavement</p> <p>Proposed Bridges and Islands</p> <p>Proposed Right of Way Area (Worst Case)</p> <p>Proposed Right of Way Limits</p> <p>Pavement Constructed Under NC 540 Project</p> <p>Existing Bridges to Remain</p> <p>Existing Bridges to be Removed</p> <p>Existing Pavement to be Removed</p> <p>Traffic Signal</p> <p>Existing Median Opening (Note: all median openings will be considered for closure in the future)</p>	<p>LEGEND</p> <p>Property Lines</p> <p>Railroad</p> <p>Streams</p> <p>School</p> <p>Cemetery</p> <p>Church</p> <p>Hospital</p>	<p>Welllands</p> <p>Existing Right of Way</p> <p>Federal Land</p> <p>Park/Golf Course</p> <p>Historic Property</p> <p>Town of Pittsboro Municipal Boundary</p> <p>Town of Apex Municipal Boundary</p> <p>Town of Cary Municipal Boundary</p> <p>Existing Neighborhood</p>
		<p>Recommended Short-term Solution</p> <p>Interim Sheet 19</p>
<p>US 64 Corridor Study</p> <p>Wake & Chatham Counties</p>		

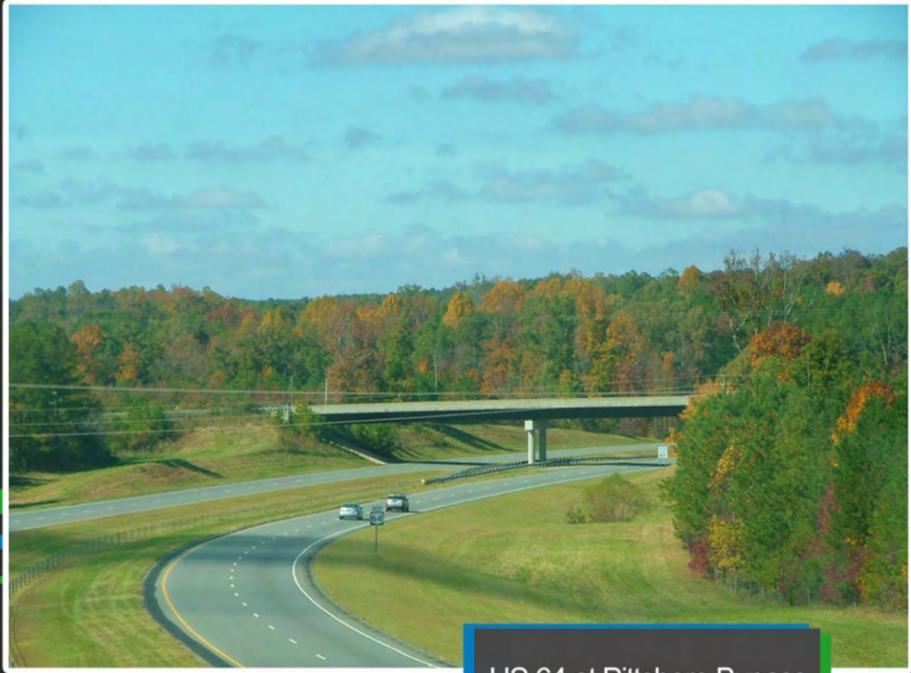
SHORT-TERM INTERIM SOLUTION

SHORT-TERM INTERIM SOLUTION

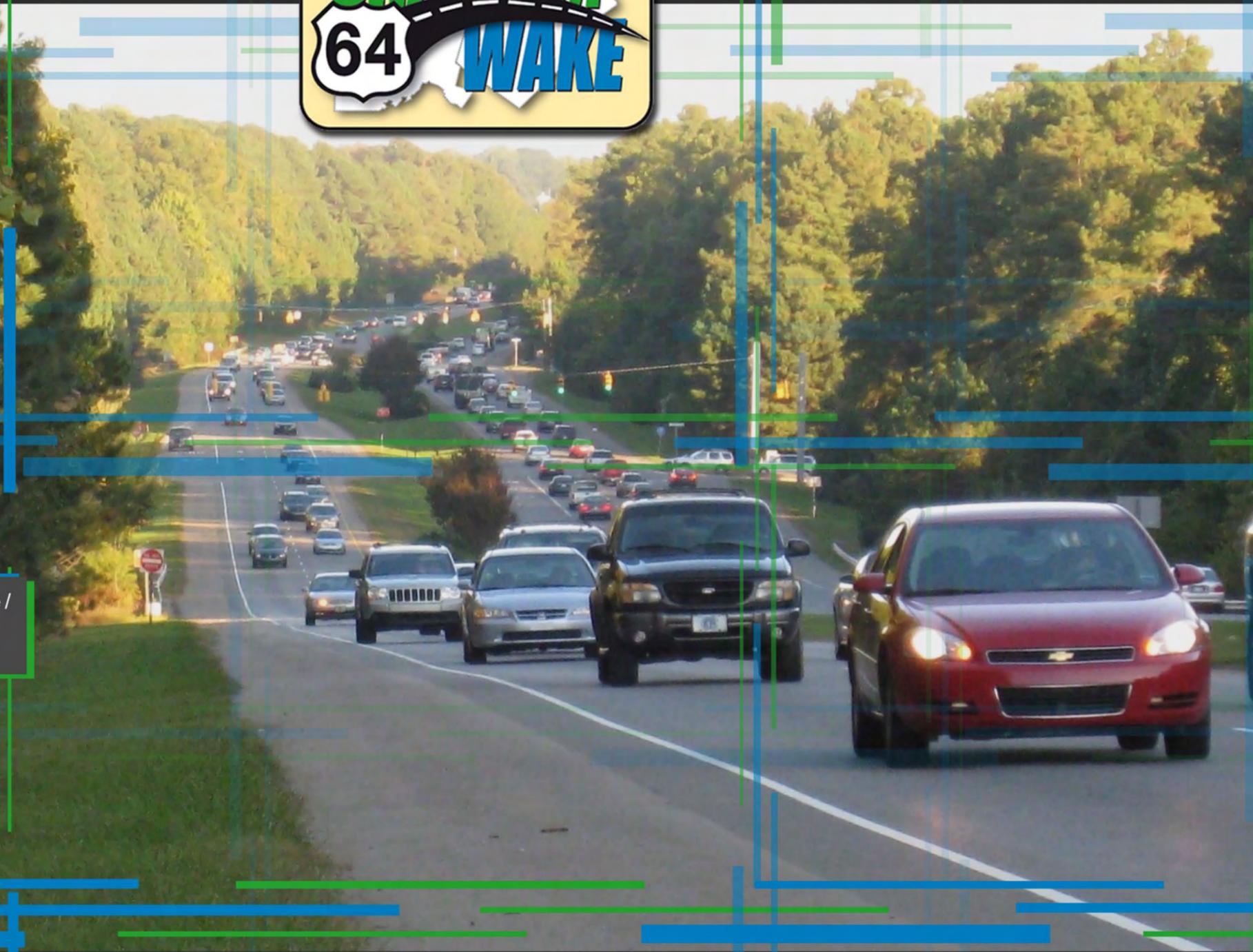
US 64 at west of Jordan Lake (October 2009)



US 64 at Laura Duncan Road (October 2009)



US 64 at Pittsboro Bypass (October 2009)



US 64 at Macken Drive /
Chalon Drive
(October 2009)

