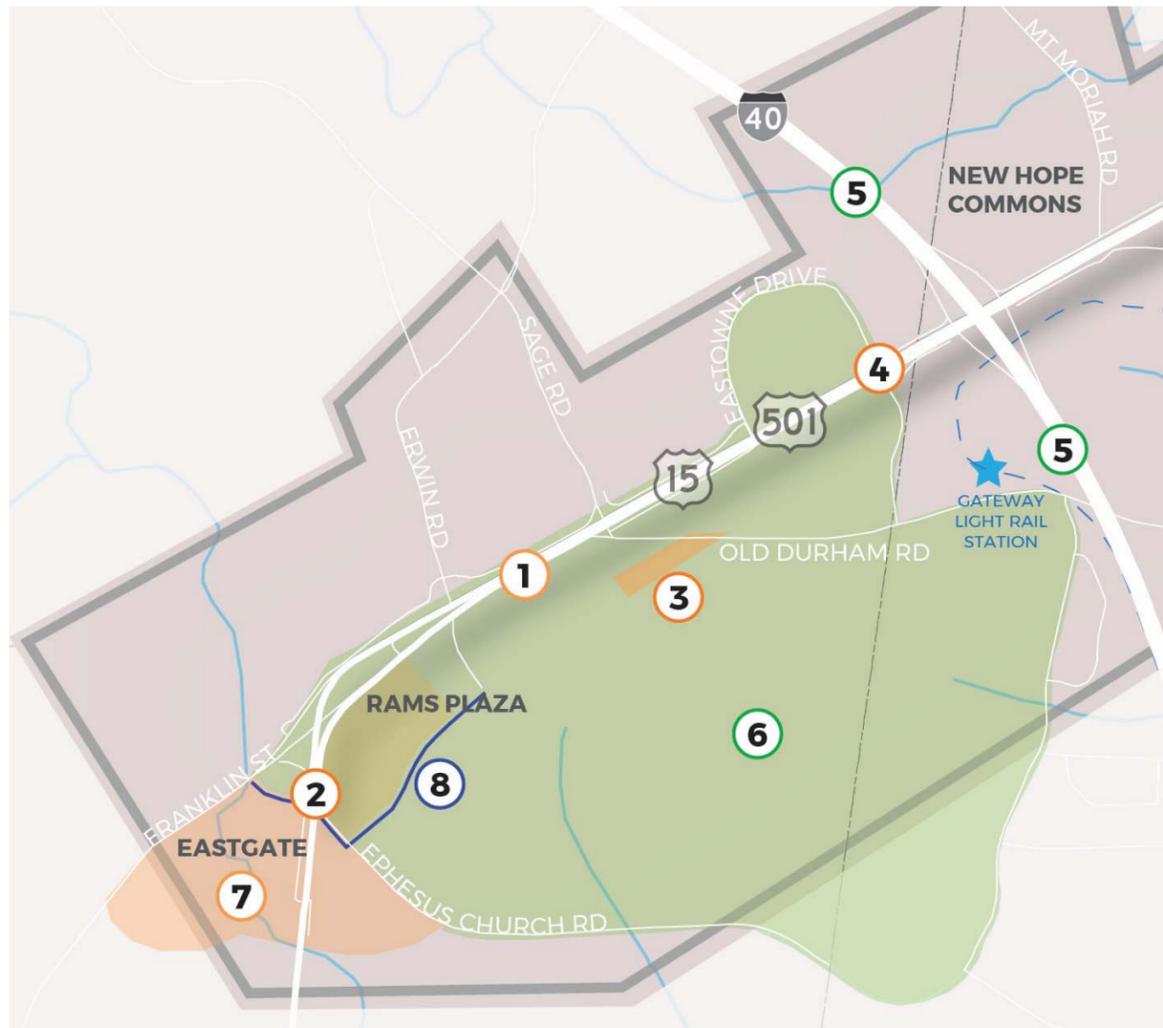
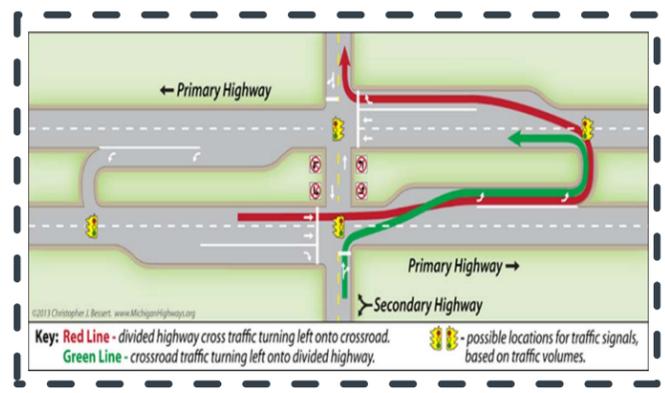


US 15-501 SEGMENT ONE STRATEGIES

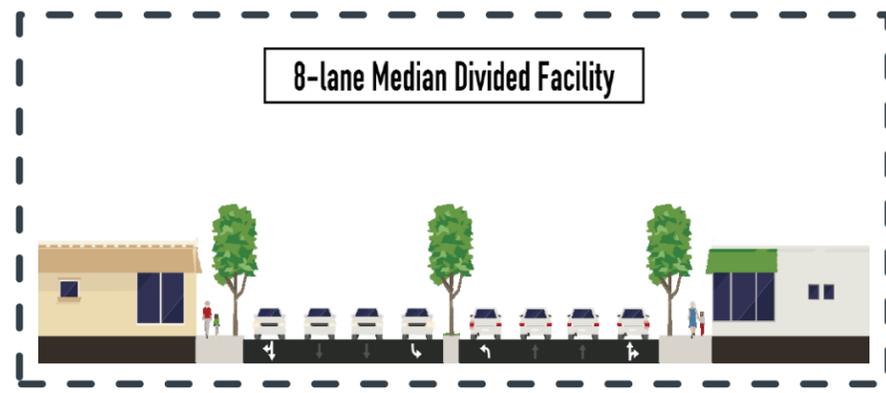
Ephesus Church Rd to I-40



	OPTION ONE	OPTION TWO	OPTION THREE
1	Widen US 15-501 from a 4-lane median divided to 6-lane median divided superstreet facility (including elimination of service roads and channelization); provide painted pedestrian crosswalks		Widen US 15-501 to an 8-lane median divided facility with traditional intersections; provide painted pedestrian crosswalks
2	Superstreet intersection at Ephesus Church Road and US 15-501	Urban interchange at Ephesus Church Road and US 15-501	No Change from Existing
3	Connect Legion Road and Old Durham Road	No Change from Existing	Connect Legion Road and Old Durham Road
4	Urban interchange with bike/pedestrian facilities at Eastowne Drive and US 15-501		Traditional intersection widening with grade separated pedestrian crossing
5	Connector roads with bike/pedestrian facilities connecting all 4 quadrants of I-40 interchange		Implement bike/pedestrian facilities (see I-40 Segment Boards strategies 2-3)
6	Implement bike/pedestrian facilities for this area as shown in Chapel Hill Mobility Plan		
7	Implement local street network as proposed by Blue Hill District TIA		
8	Bus improvements as recommended by Blue Hill District TIA		
9	Bus stop enhancements		
10	Land Use: capitalize on opportunities to create land use patterns that promote multimodal travel, and incorporate urban design and human-scale design		



Superstreet Facility Diagram



8-Lane Street Section



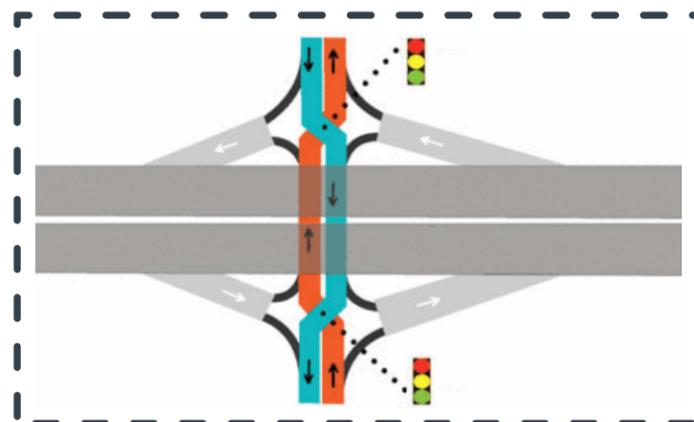
Grade Separated Pedestrian Crossing



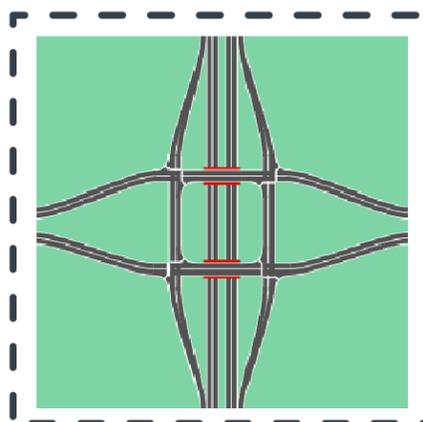
US 15-501 I-40 QUAD STRATEGIES



	OPTION ONE	OPTION TWO
1	Redesign I-40/US 15-501 interchange to improve safety and operations	
2	Grade separated 2-lane roadway with bike/pedestrian facilities across I-40 connecting New Hope Commons to Eastowne Drive	Provide bike/pedestrian facilities within the redesigned interchange
3	Grade separated 2-lane roadway with bike/pedestrian facilities across I-40 connecting Patterson Place to Gateway Station	Provide for bike/pedestrian facilities within the redesigned interchange
4	Put Durham and Chapel Hill signals on the same system to improve traffic flow	
5	Extend Chapel Hill transit across I-40 to connect with a transfer point in Durham (near-term CHT to Patterson Place)	
6	Extend GoDurham across I-40 to connect with a transfer point in Chapel Hill (long-term GoDurham to Gateway Station)	
7	Implement connecting bus service to Eastowne Drive and New Hope Commons	



Diverging Diamond Intersection Diagram



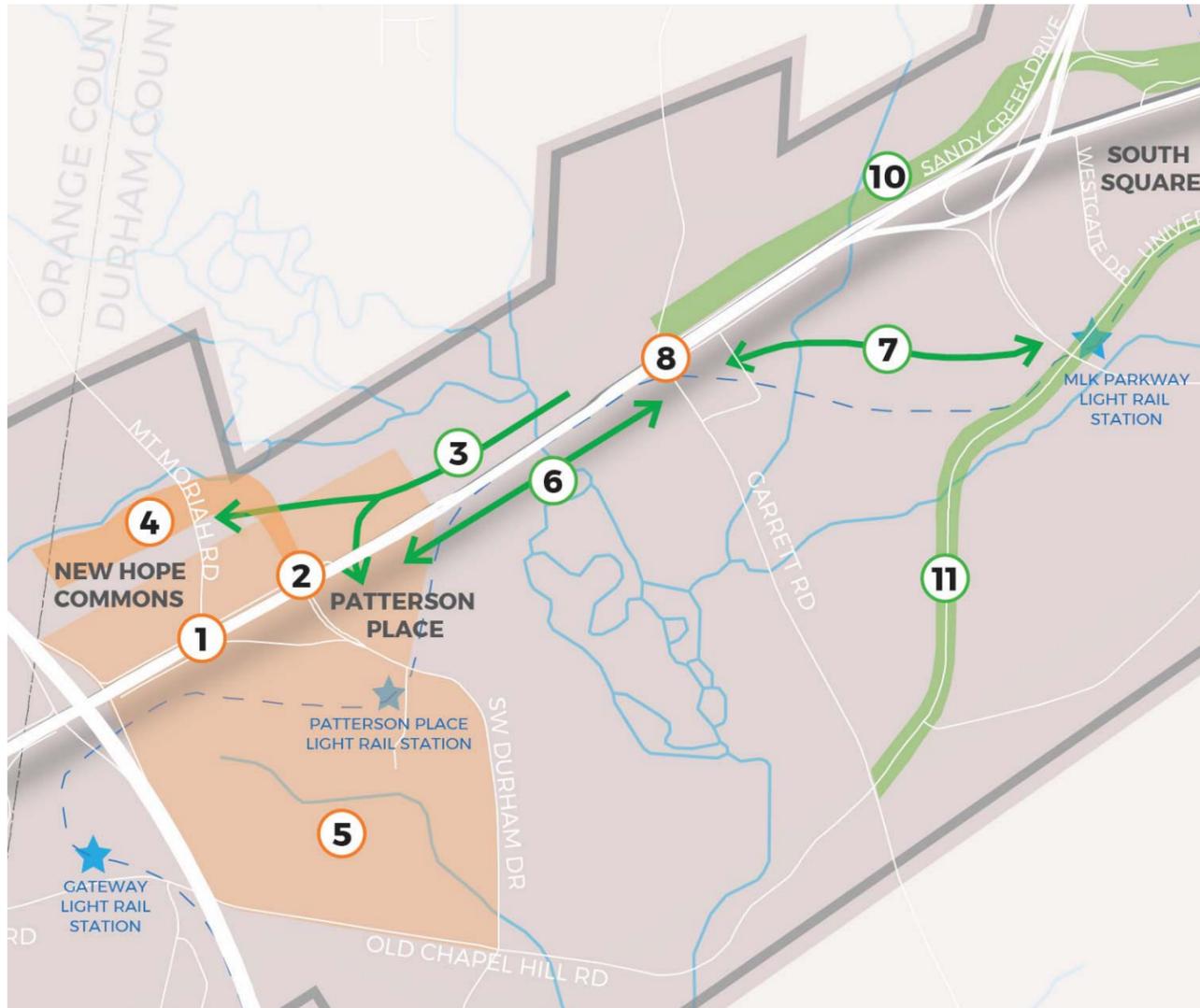
Split Diamond Intersection Diagram



Single Point Diamond Interchange

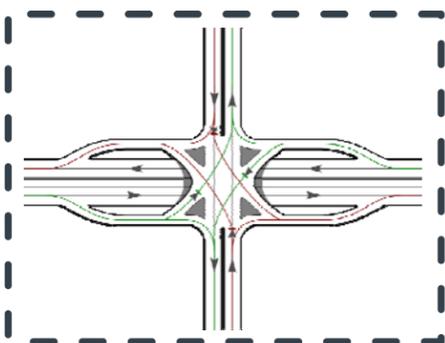
US 15-501 SEGMENT TWO STRATEGIES

I-40 to 15-501 Bypass



OPTION ONE	OPTION TWO
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1	Grade separate Mt Moriah Road and US 15-501, provide bike/pedestrian accommodations on bridge	Restrict Mt Moriah Road to right in/right out
2	Urban interchange at SW Durham Drive and US 15-501	Traditional intersection widening at SW Durham Drive and US 15-501
3	Bike/pedestrian underpass at New Hope Creek with off road facilities connecting into New Hope Commons and Patterson Place	
4	Extend SW Durham Drive to connect behind shopping center	
5	Implement Patterson Place and New Hope Commons local street network (including connections across I-40 and bike/pedestrian improvements)	
6	Provide bike/pedestrian connectivity between Patterson Place and Garrett Road	
7	Provide bike/pedestrian connections from Garrett Road to University Drive	
8	Urban interchange at Garrett Road	
9	Improve transit access and connectivity to and through the segment	
10	Provide bike/pedestrian connectivity between Sandy Creek Drive, Chapel Hill Blvd Service Road, and Garrett Road	
11	Provide bike/pedestrian facilities along University Drive	



Single Point Interchange Diagram



Right In - Right Out



Bike/Pedestrian Under-pass

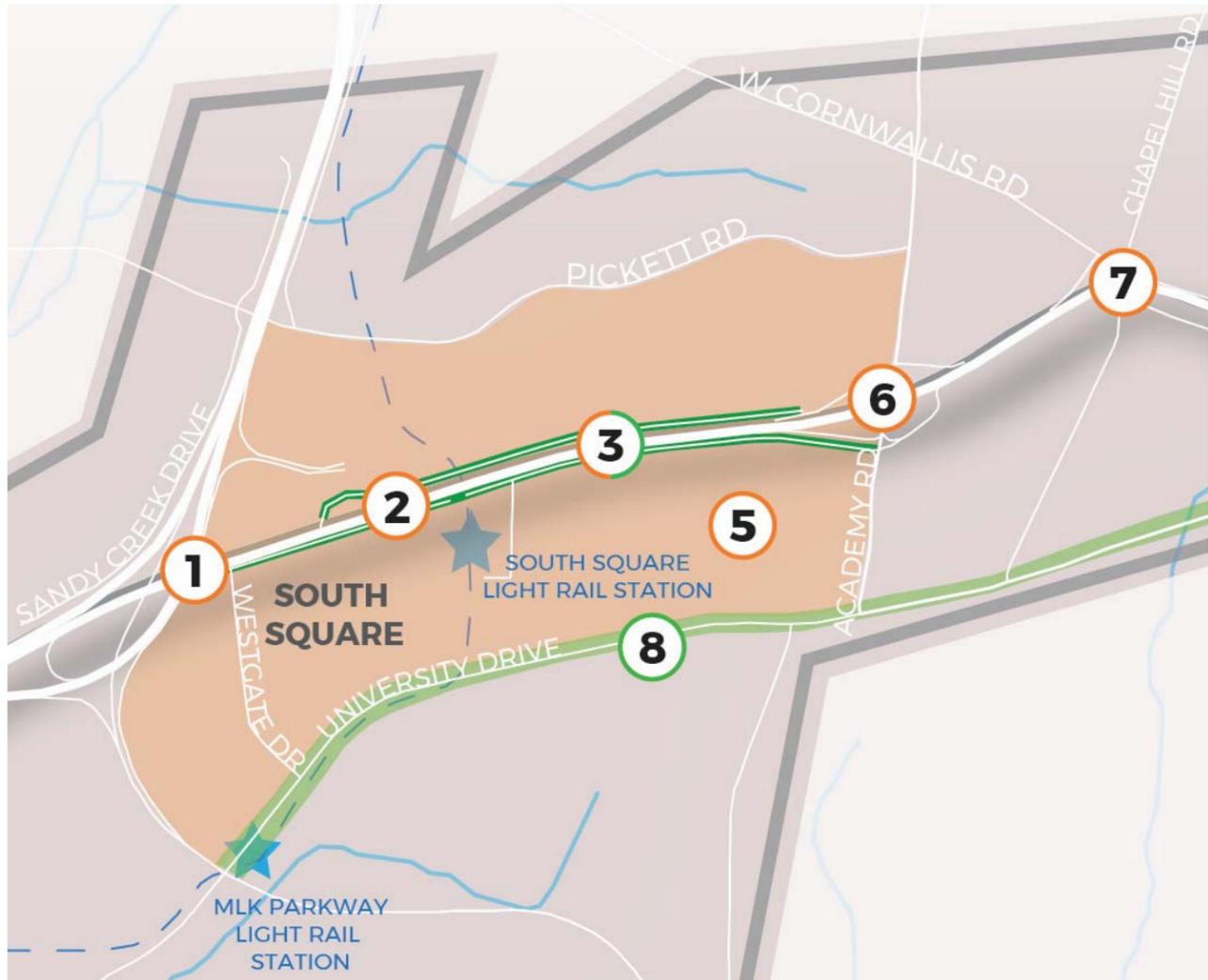


Multi-use



US 15-501 SEGMENT THREE STRATEGIES

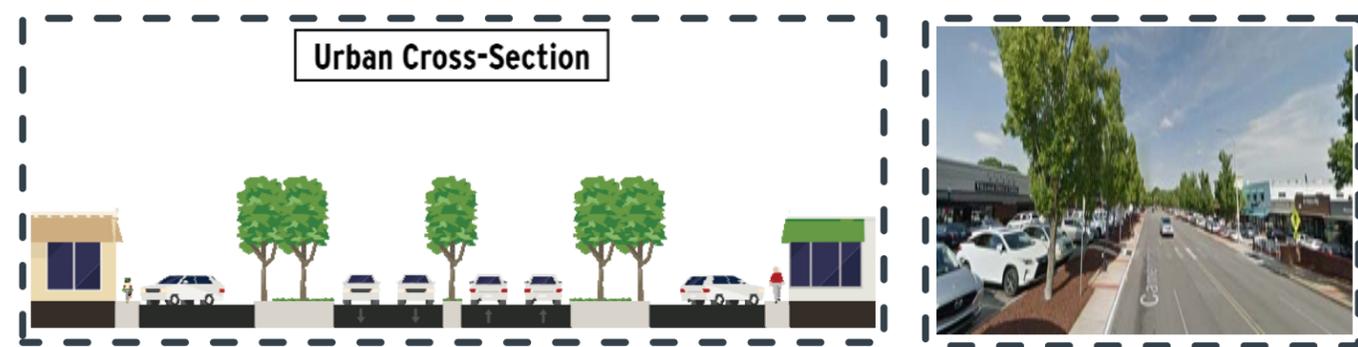
15-501 Bypass to Chapel Hill Road



	OPTION ONE	OPTION TWO
1	Implement 2-lane roundabout to transition into a more urban street cross section	Implement other traffic calming measures to transition into a more urban street cross section
2	Implement a fully multimodal 4-lane urban cross-section with landscaped median and roundabouts at key locations	Implement a 4-lane urban cross-section with landscaped median and traditional intersections
3	Remove service roads to provide protected bike lanes and sidewalks from Westgate Drive to Chapel Hill Road	Convert service roads to linear park
4	Implement high density mixed use development fronting US 15-501 Business	Implement high density mixed use development pattern
5	Implement an urban street grid system to the north and south of US 15-501 Business	
6	Replace interchange at Academy Road with a 2-lane roundabout to better accommodate urban design and bike/pedestrians	Redesign Academy Road interchange to better reflect urban design
7	Replace interchange at Chapel Hill Road with a 1-lane roundabout to better accommodate urban design bike/pedestrians.	Redesign Chapel Hill Road interchange to better reflect urban design
8	Continue bike/pedestrian improvements along University Drive	Provide bike/pedestrian facilities outside of the US 15-501 Business corridor, including along University Drive and Pickett Road



Landscape median, bike paths, and development facing US 15-501 Business



Landscaped median, convert service roads to park, development facing parking lots



US 15-501 SEGMENT FOUR STRATEGIES

Chapel Hill Road to University Drive



	OPTION ONE	OPTION TWO
1	Implement a 2-lane urban cross section with roundabouts at key intersections, landscaped median, and consolidated driveways fronting US 15-501 Business	Implement a 2-lane urban cross section with traditional intersections, landscaped median and consolidated driveways fronting US 15-501 Business
2	Redesign University Drive intersection as a roundabout with a bike/pedestrian facilities connecting to the proposed bike/pedestrian facilities on University Drive	Redesign University Drive intersection to better accommodate bike/pedestrian travel
3	Improve connectivity between adjoining neighborhoods and US 15-501 Business using sidewalks or greenways for example	
4	Provide a Cycle Track on the south side of US 15-501 Business and sidewalks and parking on the north side	Provide bike lanes and sidewalks on both sides of US 15-501 Business.
5	No Change from Existing	Provide parking on north side of US 15-501 business
6	Improve transit amenities	
7	Pedestrian connection between Chapel Hill Road and US 15-501 Business	

	OPTION ONE	OPTION TWO
1	Implement a 2-lane urban cross section with roundabouts at key intersections, landscaped median, and consolidated driveways fronting US 15-501 Business	Implement a 2-lane urban cross section with traditional intersections, landscaped median and consolidated driveways fronting US 15-501 Business
2	Redesign University Drive intersection as a roundabout with a bike/pedestrian facilities connecting to the proposed bike/pedestrian facilities on University Drive	Redesign University Drive intersection to better accommodate bike/pedestrian travel
3	Improve connectivity between adjoining neighborhoods and US 15-501 Business using sidewalks or greenways for example	
4	Provide a Cycle Track on the south side of US 15-501 Business and sidewalks and parking on the north side	Provide bike lanes and sidewalks on both sides of US 15-501 Business.
5	No Change from Existing	Provide parking on north side of US 15-501 business
6	Improve transit amenities	
7	Pedestrian connection between Chapel Hill Road and US 15-501 Business	



Cycle Track



Protected Bike Lane

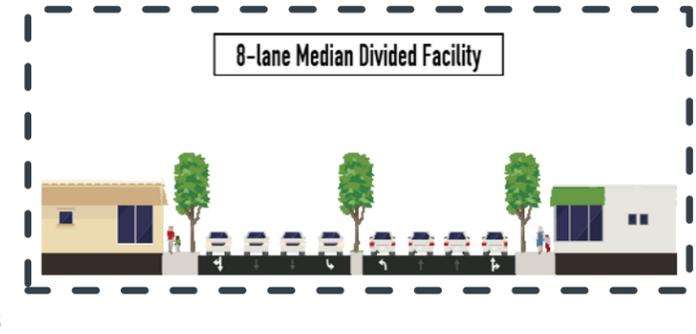
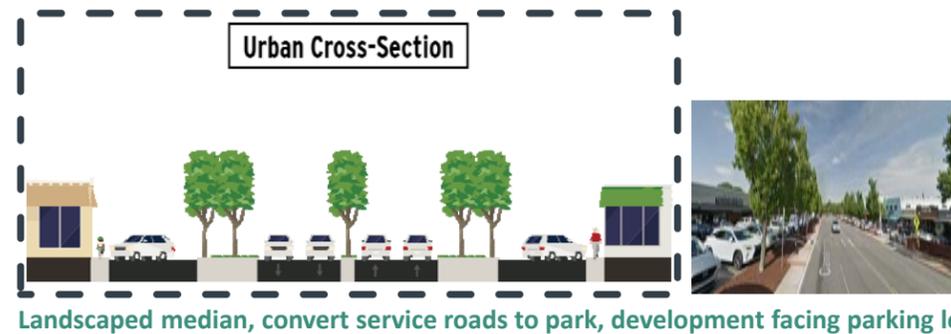


Bike/Pedestrian Facilities in Roundabout



US 15-501 15-501 Example Strategies

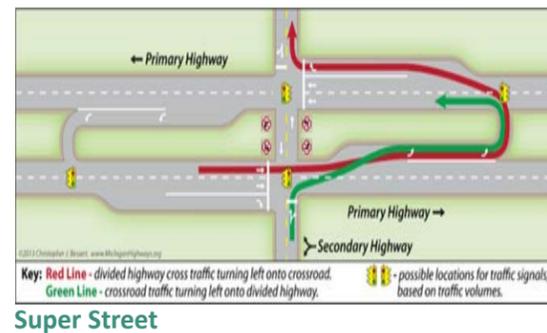
URBAN STREET



INTERCHANGE



INTERSECTION



BIKE/PEDESTRIAN

