



**Reduce Congestion through Intersection Improvements Project
Public Meeting Informational Handout
Wednesday, January 8, 2014, 4:30-7:30 pm
Herb Young Community Center located at 101 Wilkinson Avenue**

Review the **public workshop design maps** and **stay updated on the project** by searching “Reduce Congestion through Intersection Improvements,” on the Town’s website, www.townofcary.org, or scan the QR code below with your smart device to go directly to the project webpage.

Project Schedule

Design Complete: Fall 2014

Right of Way and Easement Acquisition: Spring 2014-Early Winter 2015

Construction: Spring 2015-Fall 2015



Proposed Intersection Improvements

Improvements provide operational and/or safety improvements at each intersection

1. Kildaire Farm Road and Cary Parkway Intersection

- New eastbound right turn lane on Cary Parkway
- New additional eastbound left turn lane on Cary Parkway
- New additional westbound left turn lane on Cary Parkway
- New southbound right turn lane on Kildaire Farm Road
- Metal pole mast arm signal upgrade

2. Cary Parkway and Evans Road Intersection

- New additional eastbound left turn lane on Cary Parkway
- New southbound right turn lane and sidewalk on Evans Road
- New signal modifications, pedestrian push buttons, and crosswalks

3. NW Maynard Road and Chapel Hill Road Intersection

- Proposed lane reconfiguration for additional left turn lane on westbound Chapel Hill Rd.
- New pedestrian refuge island on eastbound Chapel Hill Road
- New high visibility cross walk on westbound Chapel Hill Road
- Relocate pedestrian crossing button closer to sidewalk on southeast corner of intersection

4. NW Maynard Road and High House Road Intersection

- New southbound right turn lane on NW Maynard Road
- Metal pole mast arm signal upgrade
- New high visibility cross walk on High House Road connecting greenway
- Relocate pedestrian crossing button closer to sidewalk on northwest corner of intersection

5. Cary parkway near US 1/64 Ramps Intersection

- Road widening to accommodate new through lane

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Project Key Facts

- The estimated total project cost is \$3,000,000, which includes design, right-of-way, and construction.
- Funding for this project was supported by 70 percent of Cary voters as a part of the 2012 Cary Community Investment Bonds Referendum.
- The Town has hired Ramey Kemp and Associates, Inc. to perform engineering design services and construction administration for the intersection improvements project.
- The proposed intersection improvements include operational and/or safety benefits.
- A majority of the proposed intersection improvements have minimal landscaping impacts to the median.
- For improvements that propose constructing a left turn lane into the landscaped median, the remaining width of the median may not be of sufficient width to support replacement of ornamental trees back into the median after construction is complete. The median may likely become a concrete monolithic island with a decorative stamped brick pattern, or may include limited landscaping like grass, shrubbery, and small ornamental trees.
- The right turn lane proposed on the eastbound approach of Cary Parkway at Kildaire Farm Road may impact some existing landscaping and trees located on the southwest corner of this intersection. Early estimates indicate approximately a dozen trees may be impacted. Replacement of the landscaping in this area will be evaluated as the design process continues to evolve and develop.
- Questions about the project should be referred to Kristen Dwiggin at 919-462-3930 or by e-mail at kristen.dwiggin@townofcary.org.

Next Steps

- Citizens and stakeholders are encouraged to fill out a comment sheet to let us know your thoughts.
- Comments and information received from the public on the initial design concepts will be used in conjunction with comments provided by other agencies, such as the North Carolina Department of Transportation, to help shape the project as the improvements are further refined.
- Comments received from the public workshop will be presented to Town Council for consideration, and Town Council will provide final approval of the project scope.

Project Background

All signalized intersections were included in the selection of potential locations to provide geometric or safety improvements. Town staff tracks the traffic operations of all signalized intersections within Town limits. Intersections with failing Levels of Service (LOS) are analyzed to determine what geometric or signal timing improvements are needed to improve the LOS to an acceptable level. Of the 170-plus signalized intersections in Town, approximately 16 operate with an unacceptable LOS in either the morning and/or afternoon peak hours. For some of these intersections, the improvements needed to allow the intersection to operate at an acceptable LOS would be beyond the scope of this project. Those intersections with deficiencies that could be improved through minor improvements were given higher consideration.

Additionally, Town staff works with the North Carolina Department of Transportation (NCDOT) to identify intersections in Town with elevated crash rates. Town staff investigated these intersections to identify safety improvements that could be implemented to reduce the crash rate at those intersections.

After consideration of both operational characteristics and safety concerns from these lists, staff compiled a recommended listing of intersections to be included in this project from among the top locations.