

Alternative 1	Alternative 2	Alternative 3
<p>Segment 1</p> <ul style="list-style-type: none"> ▪ Widen US 15-501 to a 6-lane median divided superstreet facility (including elimination of service roads and channelization); provide painted pedestrian crosswalks ▪ Superstreet intersection at Ephesus Church Road ▪ Connect Legion Road and Old Durham Road ▪ Small footprint urban interchange with bike/pedestrian facilities at Eastowne Drive ▪ Connector roads with bike/pedestrian facilities connecting all 4 quadrants of I-40 interchange ▪ Implement bike/pedestrian facilities for Segment 1 as shown in Chapel Hill Mobility Plan ▪ Implement local street network as proposed by Blue Hill District TIA ▪ Bus recommendations as recommended by Blue Hill District TIA ▪ Bus stop enhancements ▪ Capitalize on opportunities to create land use patterns that promote multimodal travel, and incorporate urban design and human-scale design 	<p>Segment 1</p> <ul style="list-style-type: none"> ▪ Same as Alternative 1, except: <ul style="list-style-type: none"> ○ Traditional intersection widening at Eastowne Drive with separate grade separated bike/pedestrian crossing 	<p>Segment 1</p> <ul style="list-style-type: none"> ▪ Same as Alternative 2, except: <ul style="list-style-type: none"> ○ Addition of an outside running bus only lane

<p>I-40 Quad</p> <ul style="list-style-type: none"> ▪ Redesign I-40 interchange to improve safety and operations (diverging diamond) ▪ Grade separated 2-lane roadway with bike/pedestrian facilities across I-40 connecting New Hope Commons to Eastowne Drive ▪ Grade separated 2-lane roadway with bike/pedestrian facilities across I-40 connecting New Patterson Place to Gateway Station ▪ Put Durham and Chapel Hill signals on the same system to improve traffic flow ▪ Extend GoDurham across I-40 to connect with a transfer point in Chapel Hill (long-term GoDurham to Gateway Station) ▪ Extend Chapel Hill transit across I-40 to connect with a transfer point in Durham (long-term CHT to Patterson Place Station) ▪ Implement connecting bus service to Eastowne Drive and New Hope Commons (NOTE: this bus service will be provided via through routes serving the broader area, rather than as a circulator route. The report will address automation and possible future transit service using automated vehicles) 	<p>I-40 Quad</p> <ul style="list-style-type: none"> ▪ No change 	<p>I-40 Quad</p> <ul style="list-style-type: none"> ▪ Transit signal prioritization to merge buses into mixed traffic through the I-40 interchange
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Segment 2

- Grade separate Mt Moriah Road, provide bike/pedestrian accommodations on bridge
- Small footprint urban interchange at SW Durham Drive
- Grade separated access point east of SW Durham Drive to provide access between Patterson Place and New Hope Commons for autos, transit, bicycles, and pedestrians. Footprint will follow road network recommended for Patterson Place.
- Off road bike/pedestrian facilities connecting into New Hope Commons and Patterson Place
- Extend SW Durham Drive to connect behind shopping center
- Implement Patterson Place and New Hope Commons local street network (including connections across I-40 and bike/pedestrian improvements)
- Provide bike/pedestrian connectivity between Patterson Place and Garrett Road utilizing Larchmont Drive versus off-road greenway due to wet and low lying area.
- Provide bike/pedestrian connections from Garrett Road to University Drive
- Urban interchange at Garrett Road
- Improve transit access and connectivity to and through Segment 2
- Provide vehicle and bike/pedestrian connectivity between Sandy Creek Drive, Chapel Hill Blvd Service Road, and Garrett Road
- Provide bike/pedestrian facilities along University Drive

Segment 2

- Same as Alternative 1, except:
 - Additional access points along US 15-501 east of SW Durham Drive, providing access to New Hope Commons and Patterson Place, but both restricted to right in/right out
 - Provide a grade separated bike/pedestrian bridge within the vicinity of this new access point

Segment 2

- Same as Alternative 2, except:
 - Addition of an inside running bus only lane

Segment 3

- Implement 2-lane roundabout to transition into a more urban street cross section
- Reduce the footprint of the current cross-section to implement a fully multimodal 4-lane urban cross-section with landscaped median and roundabouts at key locations. Add additional intersections to improve connectivity and to further slow traffic and urbanize Segment 3. Full intersections at Mayfair, Weymouth, Shannon, Tower. Roundabout intersections at key locations, other locations will be traditional intersections.
- Retain service roads, initially, to provide full access to adjacent land parcels. Long term considers a more urban and dense development pattern that allows for the removal of the service roads. Connect service road to Academy.
- Provide a side path for bikes and pedestrians protected by wide swath of landscaping using recaptured space from narrowing of the roadway.
- Implement better street connectivity (future focus on an urban grid system) to the north and south of US 15-501 Business
- Redesign Academy Road interchange to better reflect urban design and provide for safe bike/pedestrian movements
- Redesign Chapel Hill Road interchange to better reflect urban design and provide for safe bike/pedestrian movements
- Continue bike/pedestrian improvements along University Drive

Segment 3

- Same as Alternative 1, except:
 - Implement traffic calming measures to transition to a more urban street cross-section
 - Reduce the footprint of the current cross-section to implement a fully multimodal 4-lane urban cross-section with landscaped median and roundabouts at key locations. Add additional intersections to improve connectivity and to further slow traffic and urbanize Segment 3. Full intersections at Mayfair, Weymouth, Shannon, Tower. Traditional intersections.

Segment 3

- Same as Alternative 2

Segment 4

- Implement 2-lane urban cross-section with roundabouts at key intersections, landscaped median, and consolidated driveways fronting US 15-501 Business.
- Provide parking on both sides of the roadway with a bike lane protected by the parking and sidewalks on both sides. (Cross section looks like median-travel lane-parking-bike lane-sidewalk.
- Redesign University Drive intersection as a roundabout with bike/pedestrian facilities connecting to the proposed bike/pedestrian facilities on University Drive
- Improve connectivity between adjoining neighborhoods and US 15-501 Businesses using sidewalks for greenways
- Improve transit amenities
- Provide a pedestrian connection between Chapel Hill Road and US 15-501 Business

Segment 4

- Same as Alternative 1, except:
 - Implement 2-lane urban cross-section with traditional intersections, landscaped median, and consolidated driveways fronting US 15-501 Business

Segment 4

- Same as Alternative 2