The map above shows interchanges that would be constructed where today there are intersections with traffic signals. Interchanges use a bridge to allow traffic on Capital Boulevard to cross other streets without stopping. In most places, the interchanges will allow left and right turns from cross streets. In some cases, left turns will not be allowed from cross streets.
Typical Street Cross Section: Multi-Way Boulevard

**Sidewalk**
- 6 foot sidewalk with 6 foot tree planting area
- Total width of 12 feet
- Both sides of street

**Outer Median**
- 12 feet wide
- Guardrail on inside allows trees to be planted
- Could be used for stormwater management

**Large Center Median**
- Would allow for Bus Rapid Transit (BRT) lanes if planned in the future
Interchange Types: I-440 to Trawick Rd

Proposed Interchange Types

Interchange Types: Trawick Rd to Buffaloe Rd

NCDOT project I-5970 is likely to propose changes to Highwoods Blvd/Westinghouse Blvd and Brentwood Rd. This study does not propose a Single Point Interchange that helps east-west flow. Without the ability to turn, Buffaloe Rd and New Hope Church Rd has Capital Blvd. Old Buffaloe Rd would allow cars to cross Capital Blvd.

Right-In, Right-Out Intersection

- Local lanes continue along corridor
- Access to through lanes by openings farther along corridor
- Cross street would not allow left turns at Capital Blvd

Single Point Urban Interchange

- Through lanes don't have traffic signals
- Ramps parallel to intersecting streets
- Street corners can remain active
- Lower vehicle speeds through turns
- High-quality bike/ped facilities on bridge

Grade Separation

Cross street would go over Capital Boulevard, allowing vehicles to access local lanes but not express lanes.
Multi-Modal Integration

How BRT Could Be Integrated
Interchange allows pedestrians to walk to stairs/elevator at center of bridge
Transit riders could access buses going in either direction from the stairs/elevator
Can also be integrated with pedestrian bridge

Separated Bikeway on Cross Streets
Interchange bridges required to have a bicycle path separated from the vehicle lanes
**Land Use Concept**

**Highwoods:**

- **Recommended Heights:**
  - Highwoods/Westinghouse: Up to 20 stories
  - North of Stonybrook: Up to 4 stories
  - Adjacent to Brentwood Neighborhood: Up to 4 stories with only 3 stories within 100 feet of single family lots
  - Around Brentwood Intersection: Up to 7 stories

**Mini City:**

- **Recommended Heights:**
  - East side of Green Rd.: Up to 5 stories
  - Near Calvary Intersection: Up to 7 stories
  - Adjacent to Millbrook/N. New Hope Intersection: Up to 12 stories
  - West side of N. New Hope Rd.: Up to 5 stories

**Triangle Town Center:**

- **Recommended Heights:**
  - West side of Capital north of Sumner extension: Up to 12 stories along Capital, up to 7 stories along Old Wake Forest
  - West side of Capital south of Sumner extension: Up to 5 stories
  - Triangle Town Center mall site and east of Capital: Up to 20 stories
  - Along Triangle Town Blvd (east side of the mall): Up to 5 stories
Urban Form Concept Description: Proposed side streets are designated as Urban Thoroughfares, encouraging a more urban style of street. Buildings would be closer to the street with less parking in front. New streets should be comfortable for pedestrians and connected to transit.

Future Development Concepts:

Highwoods
- If existing buildings are redeveloped, encourage more diverse mix of uses possibly including professional office buildings, hotels, and apartments
- Height up to 20 stories supported south of intersection of Highwoods and Capital, lower heights of 7 stories around Brentwood Rd with 4 stories along surrounding neighborhoods and businesses
- Potential for BRT station at Highwoods intersection may create interest in greater height and allow new residents and workers to use high-quality transit service

Mini City
- If shopping centers redevelop, policies encourage more diverse mix of uses possibly including a more diverse mix of office and apartments
- Height of up to 12 stories recommended near the intersection of Millbrook and Capital, lower heights of 7 and 5 stories create transition to surrounding apartments and businesses
- Potential for BRT station at Millbrook intersection may create interest in greater height and allow new residents and workers to use high-quality transit service

Triangle Town Center
- If shopping centers redevelop, policies encourage diverse mix of uses possibly including professional office buildings, hotels, and apartments
- Height of up to 20 stories supported within mall site, heights of 12 and 7 stories on the west side of Capital Blvd, and 5 stories around the edges of the area to transition to surrounding neighborhoods and businesses
- Potential for BRT hub in mall site may stimulate interest in greater height and allow new residents and workers to use high-quality transit service