

I've received preliminary comments from transportation.

Sarah Rayfield offered:

"You should be aware that the Transportation Plan does call for an interchange and future widening of Jenks Road. Jenks is designated as a Major Thoroughfare, with a right-of-way reservation width of 110', measured 55' from centerline. This is a 4-lane median divided facility. Wimberly Road is a 2-lane thoroughfare, with a 60' right-of-way. The Bike/Pedestrian Plan calls for a 10' side path on the north side of Jenks Road, the west side of Wimberly Road, and the north side of 64 (for connection to the American Tobacco Trail). This would be installed within the right-of-way."

Russell Dalton offered:

"Looks like they have two full movement intersection opportunities, one on Jenks across from Westford and one on Wimberly across from the Preserve. Not sure about much else.

The future interchange ramp will cut into their frontage significantly along US 64 so we need to recommend reserving that area, at least to design a site that can give up that area later. I would not recommend direct access to US 64 except using the Goodwin Road location, and they may have to build another Superstreet intersection there for any significant volume increase or convert it to left turn crossover or right-in/right-out. Ultimately that direct access to US 64 will be cut off to build the interchange per the US 64 plan."

I don't have final comments to confirm or clarify Russell's comments regarding the US 64 plan. I'll hopefully receive that by tomorrow.