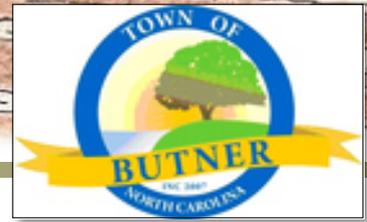
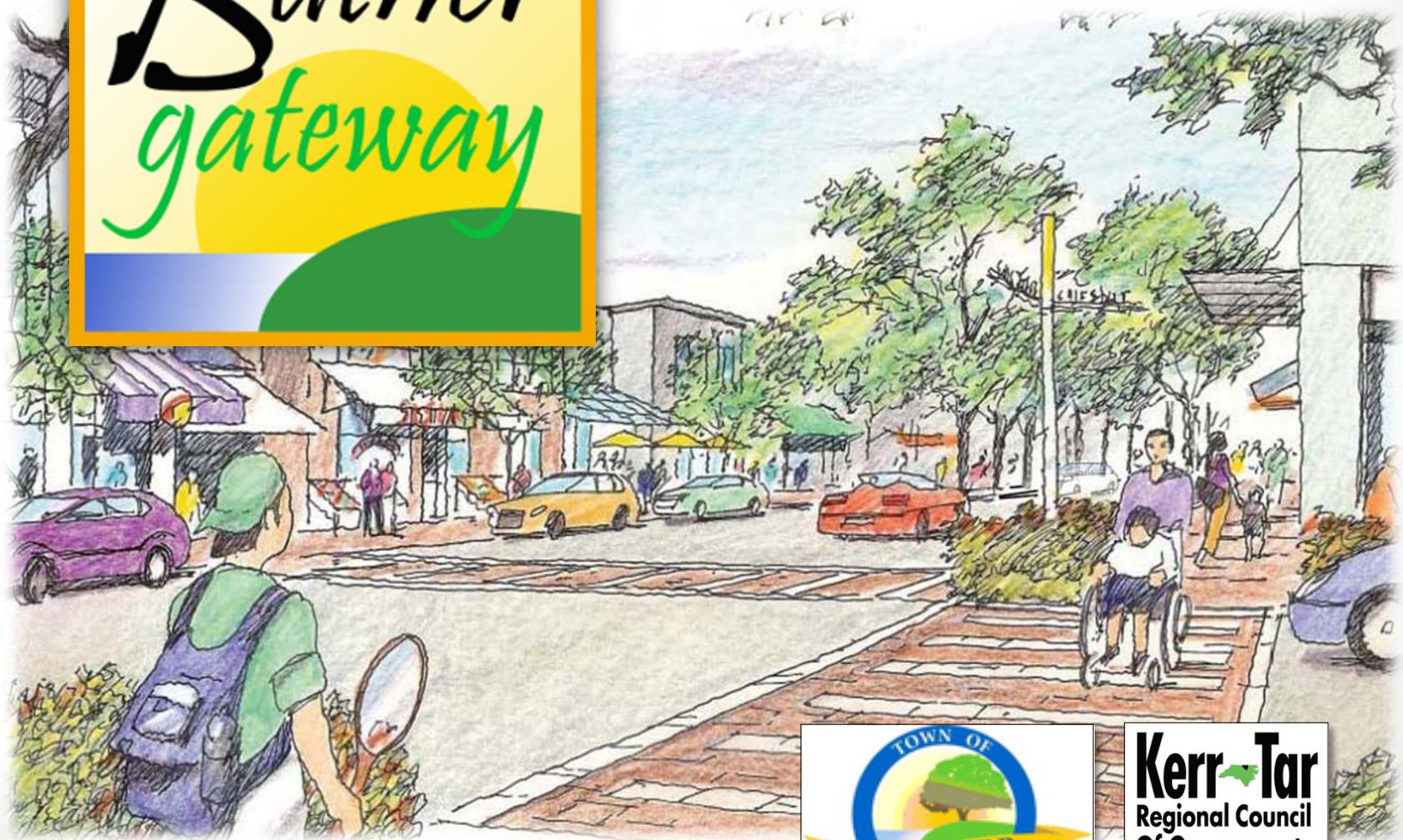
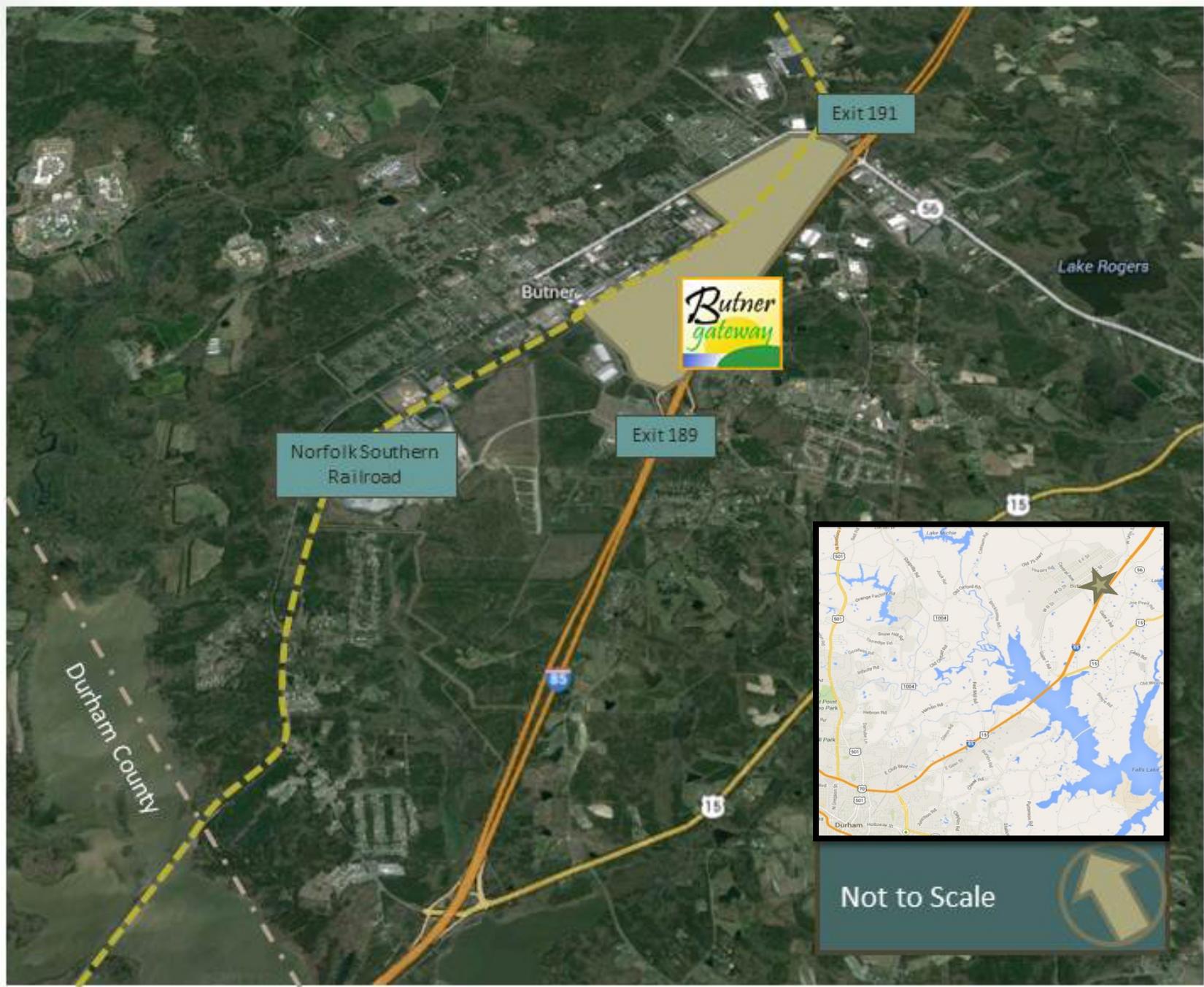


Butner gateway



Kerr-Tar
Regional Council
Of Governments
Regional Transportation
Planning Organization



Exit 191

Butner

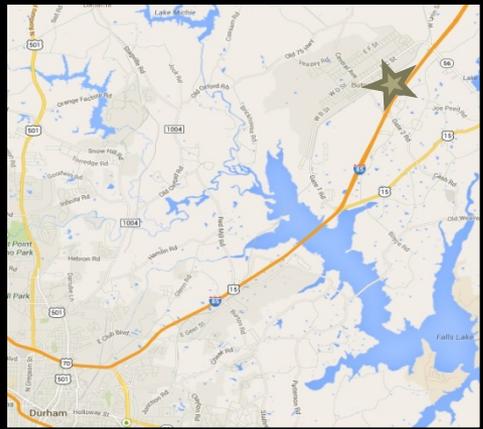


Lake Rogers

Exit 189

Norfolk Southern
Railroad

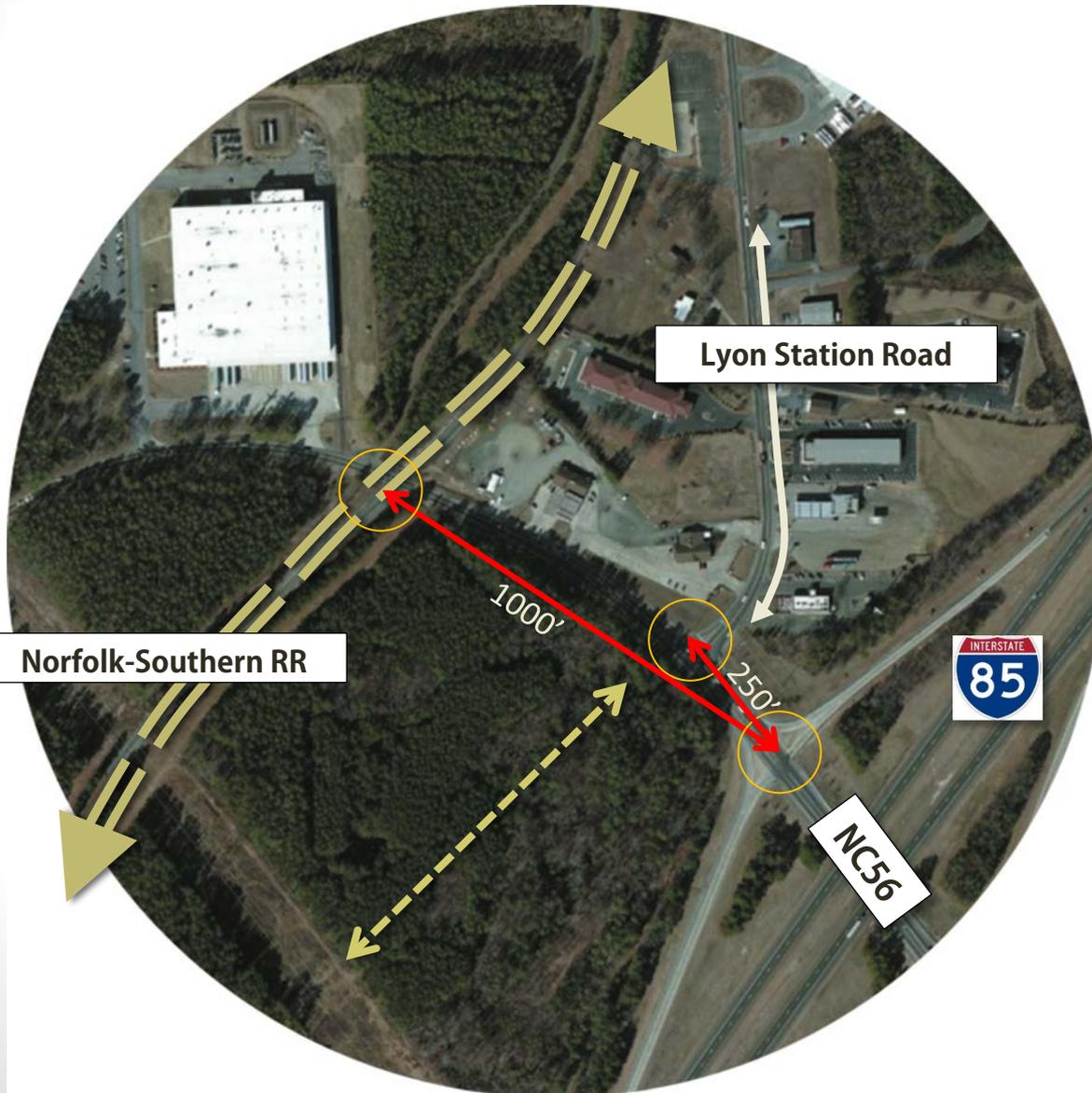
Durham County



Not to Scale



Why Study



The genesis of this project was a concern about traffic congestion and safety along a stretch of NC 56 between the Norfolk South Railroad crossing, West Lyon Station Road, and I-85 at Exit 191.

In 2012, this section of NC 56 carried an average 13,000 cars a day while I-85 carries 29,000 cars a day.

Projections for the year 2035 at these locations are 29,000 cars a day at NC56 between West Lyon Station Road and I-85, and 72,500 cars at Exit 191.

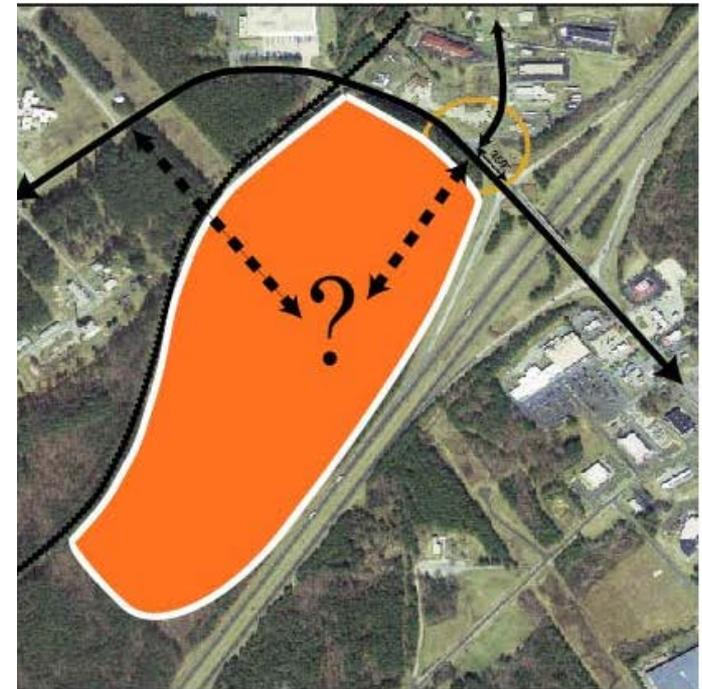
The distance between the I-85 access ramps is less than 250' and the distance between the freeway access ramps and the Norfolk Southern railroad crossing is 1000'. The minimum distance required for full-movement (4-way) intersections from a freeway is 500' and the minimum distance from a traffic signal and a railroad crossing is also 500'.

Preliminary Problem Solving Reveals Need for More Work

This situation would prove to be particularly problematic if a largely undeveloped nearly 400 acres of land bounded by I-85, NC56/East C Street and Central Avenue/Gate 2 Road were to develop haphazardly.

In 2010, the Town, Granville County, KTRPO and NCDOT were working on a Congestion Mitigation Air Quality (CMAQ) grant when it became clear that the existing configuration of intersections could not support significant increases in daily traffic without reconsidering the location of the intersection of West Lyon Station Road and NC56.

Preliminary sketches of the site revealed that solutions addressing the existing configuration of roadways could hinder the development opportunities of the study area. Having a sense of what “could” happen on the site would be useful to helping planners, town officials, and developers visualize a future for the site that maximizes its opportunities and potential.



Site and Adjacent Parcels



I-85 Southbound & NC56
Alternative 1



I-85 Southbound & NC56
Alternative 2



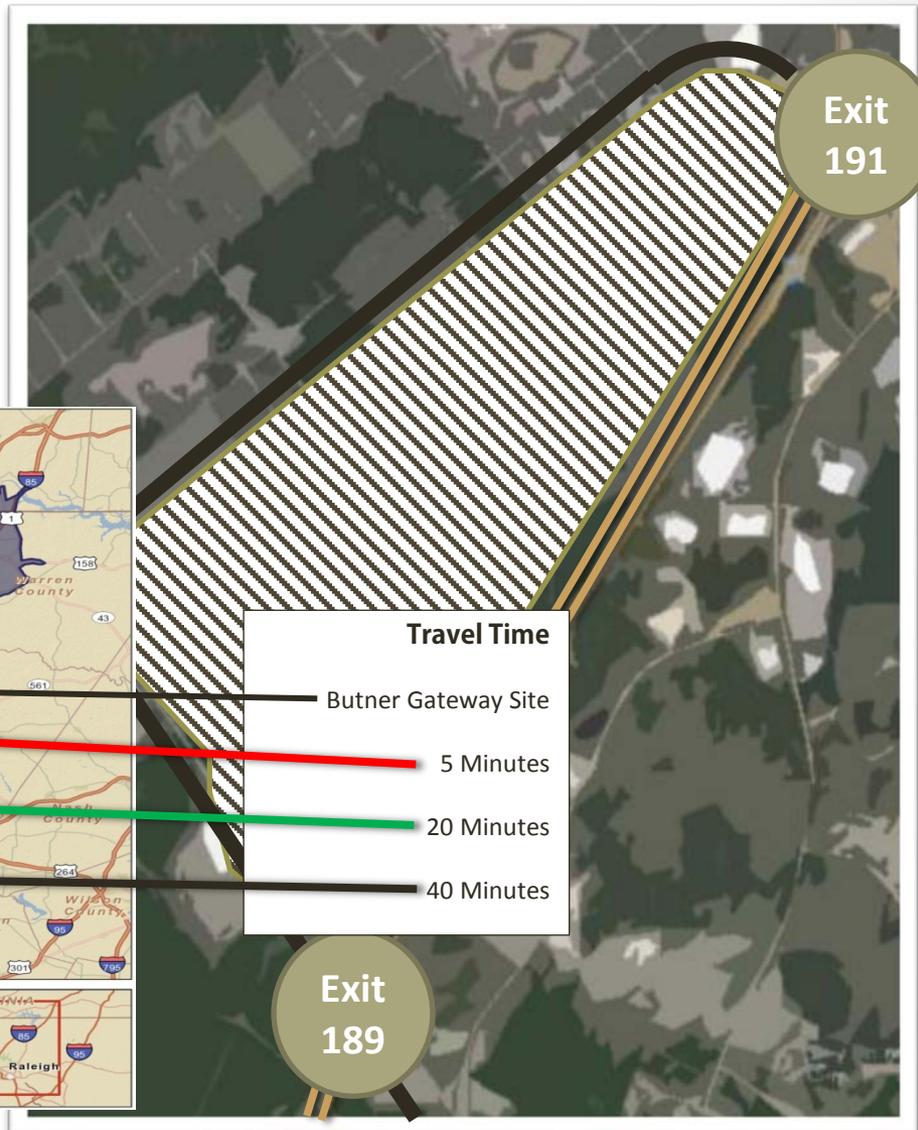
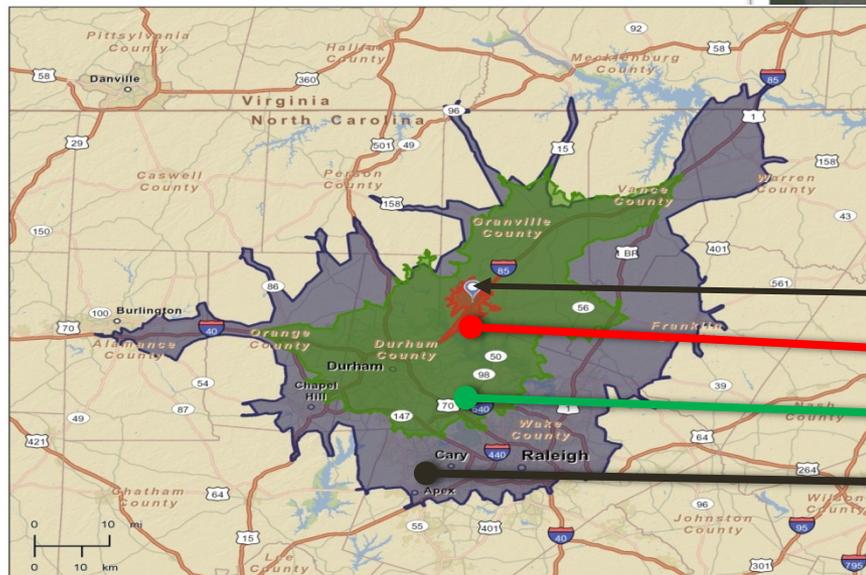
I-85 Southbound & NC56
Alternative 3



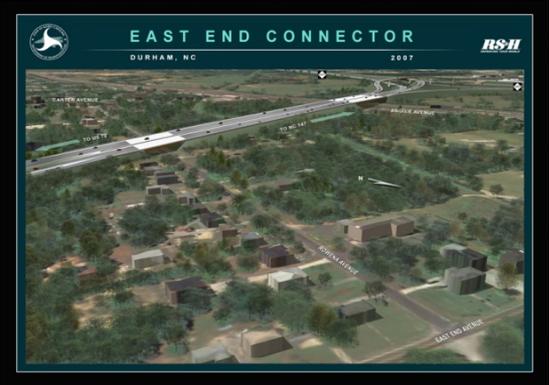
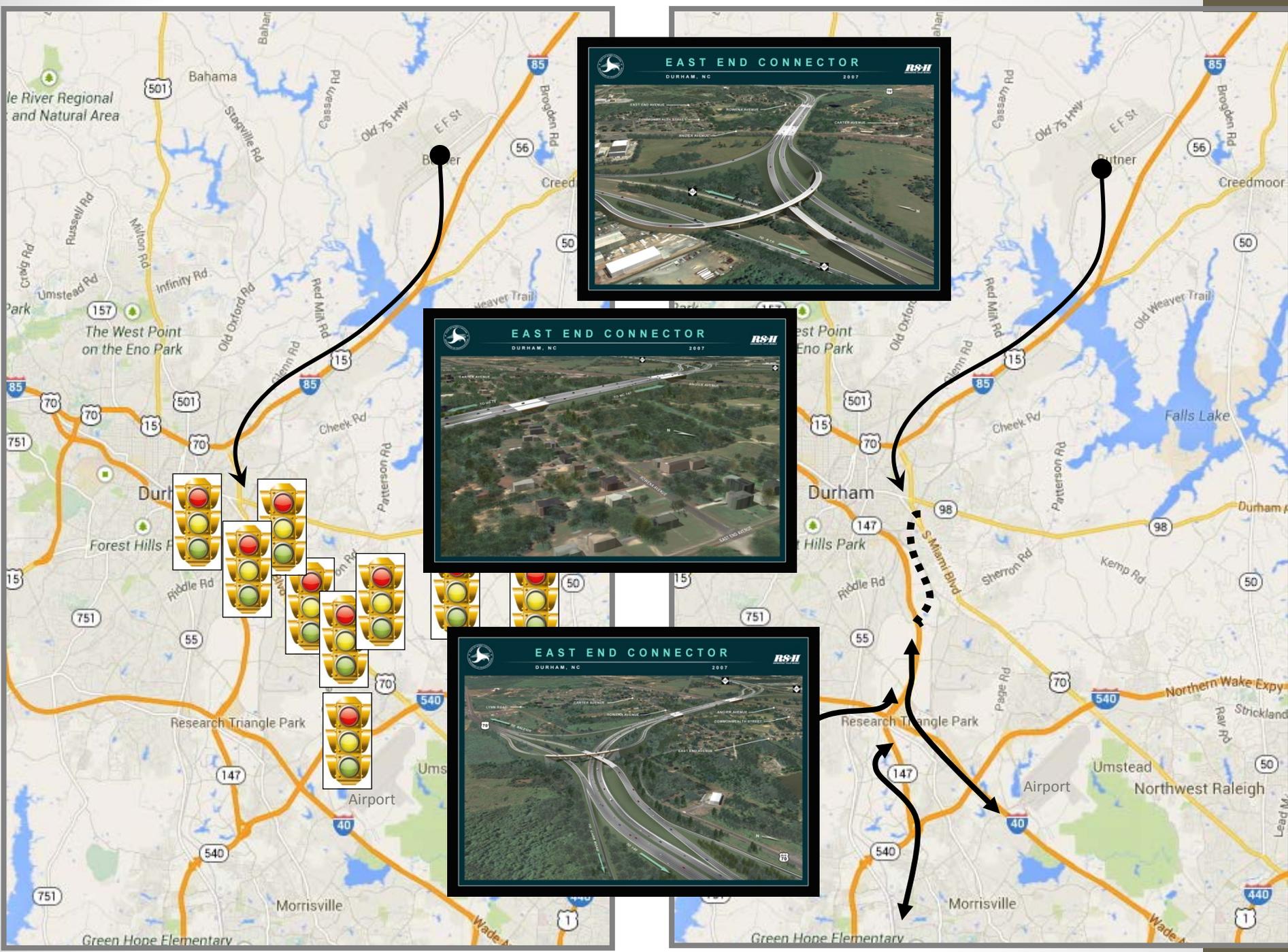
I-85 Southbound & NC56
Alternative 4

Development Potential?

- Visibility: over 2 miles of road frontage on a major interstate highway corridor
- Access: Two interstate highway exits, a few miles north of Durham and the Triangle



Travel Time	
Butner Gateway Site	5 Minutes
	20 Minutes
	40 Minutes



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REPORTS



2011 Community Preference Survey

Posted: March 18, 2011 Size: 1.9MB Format: PDF [Download](#)

The 2011 Community Preference Survey
**What Americans are looking for when deciding
where to live**

Analysis of a survey of 2,071 American adults nationally

Conducted for the National Association of Realtors®

March 2011



Projects are connected to existing streets and development...they become extensions of the fabric of our existing town centers



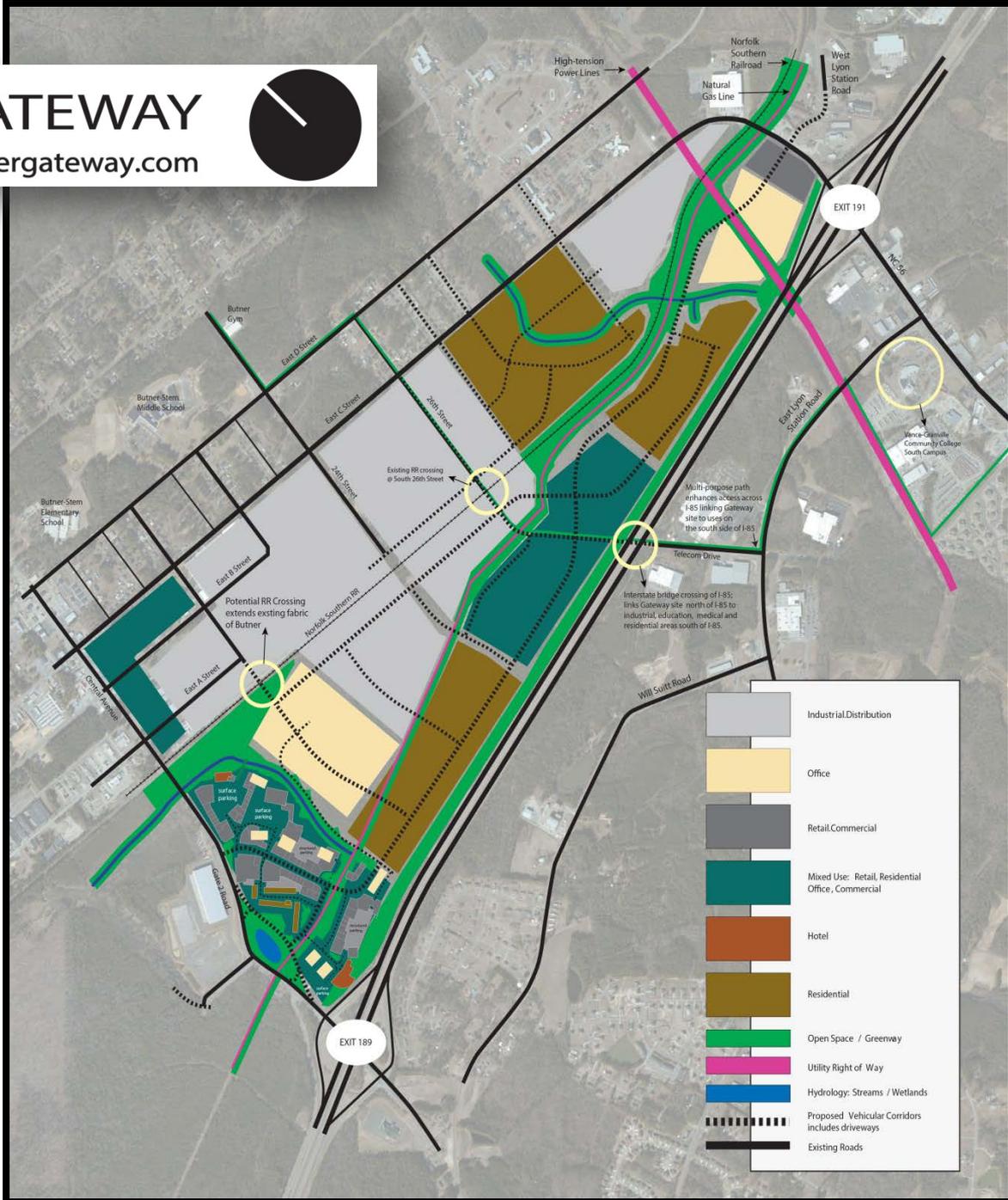
Streets, sidewalks and trails are linked to maximize mobility options for users. People can walk, bike, or drive to shop, services and /or work from where they live. Visitors can park their cars and then, walk as they would in our older town centers and downtowns

Uses are not segregated...people work, shop and live in buildings that are built close together. Some buildings contain multiple uses in one structure



BUTNER GATEWAY

butnergateway.com



For Additional Information

Kerr-Tar Regional Transportation Planning Organization

Michael Ciriello, Planning Director

252.436.2040

mciriello@kerrtarco.org

Town of Butner

Melissa Hodges, Planning Director

919.575.3031

mhodges@butnenc.org

www.butnengateway.com