

Appendix B

Conceptual BRT Lane Designs with
Disclaimer

City of Raleigh

Raleigh, North Carolina

April 14, 2026



Raleigh



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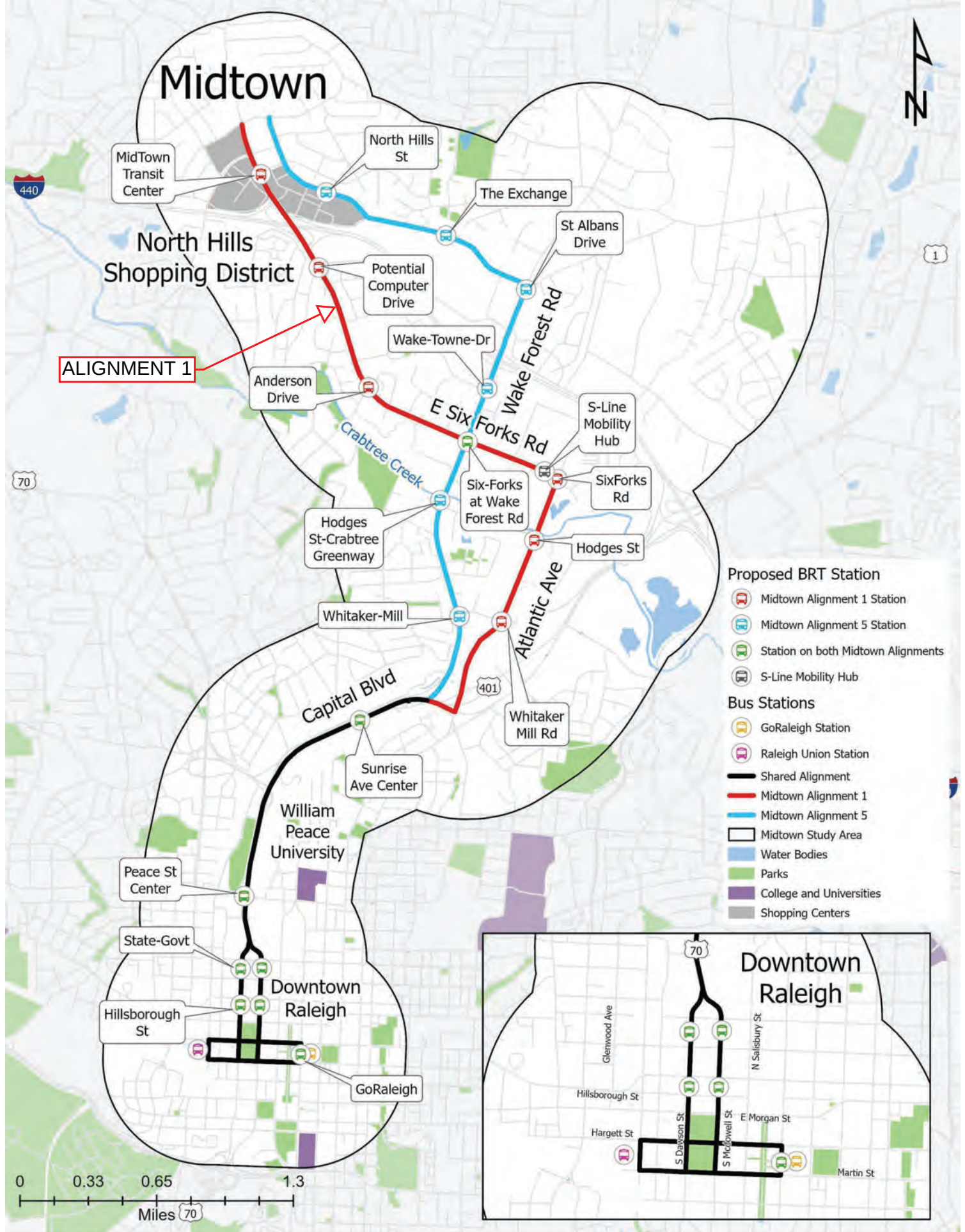
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Midtown 1 Alignment and Downtown Raleigh

Midtown 5 Alignment (Combines with Midtown 1 to create Midtown 6 LPA)

Triangle Town Center (TTC) 2 Alignment

Triangle Town Center (TTC) 3 Alignment



Midtown Selected Alignments

DISCLAIMER:

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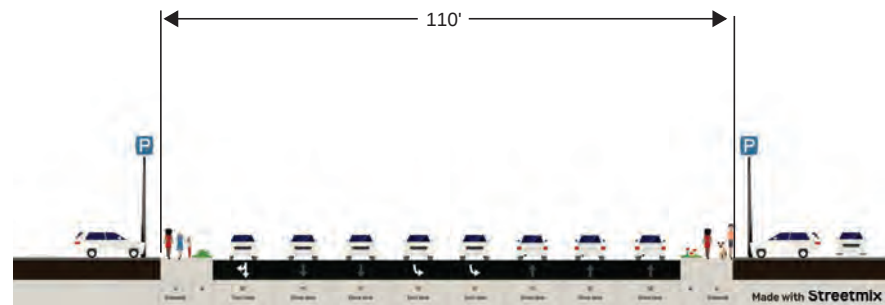
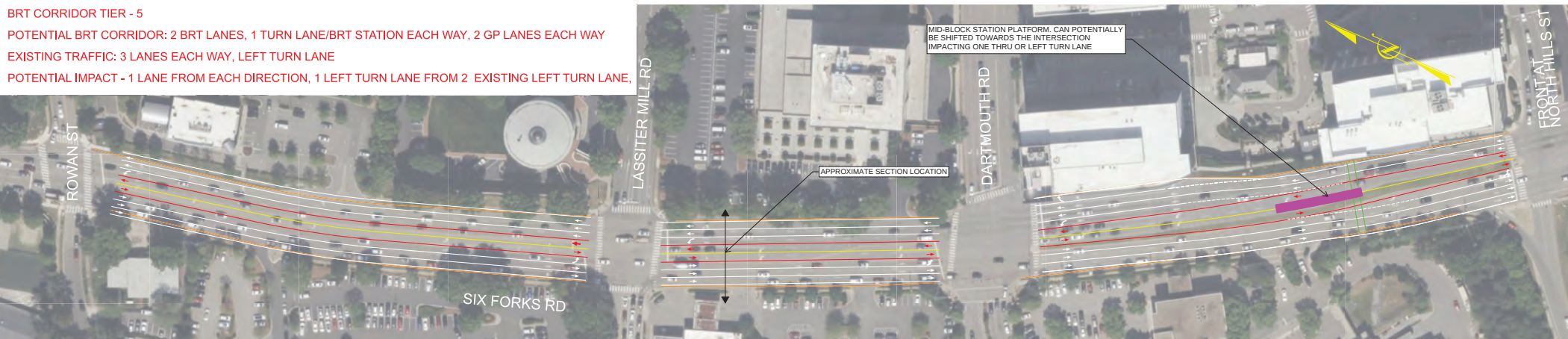
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BRT CORRIDOR TIER - 5

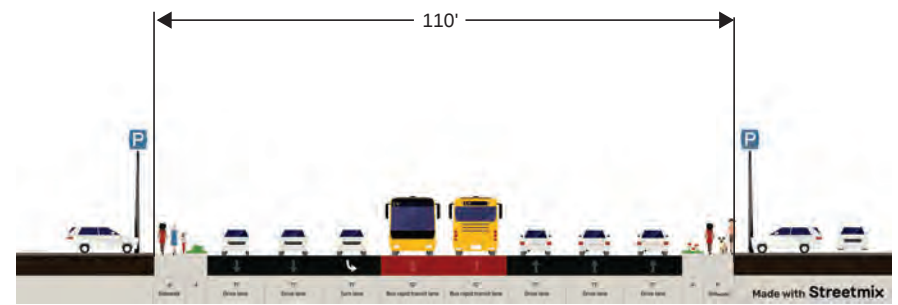
POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 TURN LANE/BRT STATION EACH WAY, 2 GP LANES EACH WAY

EXISTING TRAFFIC: 3 LANES EACH WAY, LEFT TURN LANE

POTENTIAL IMPACT - 1 LANE FROM EACH DIRECTION, 1 LEFT TURN LANE FROM 2 EXISTING LEFT TURN LANE,

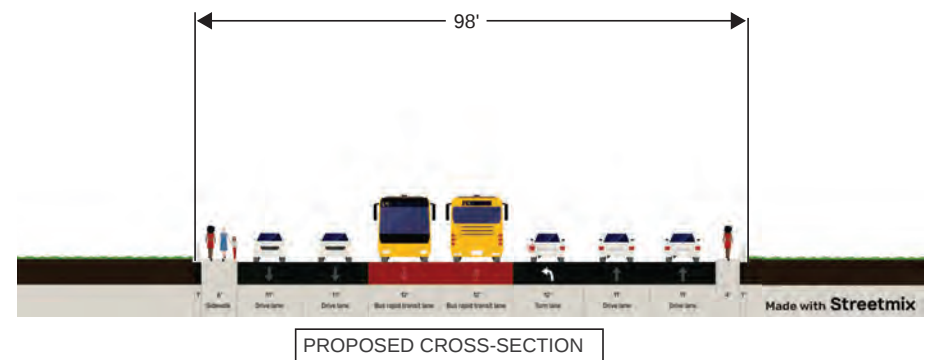
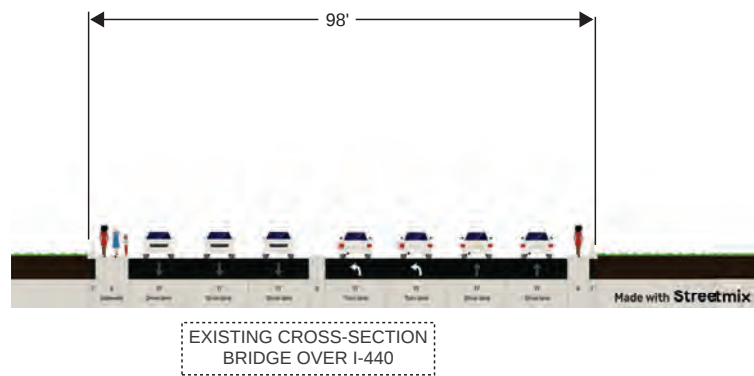
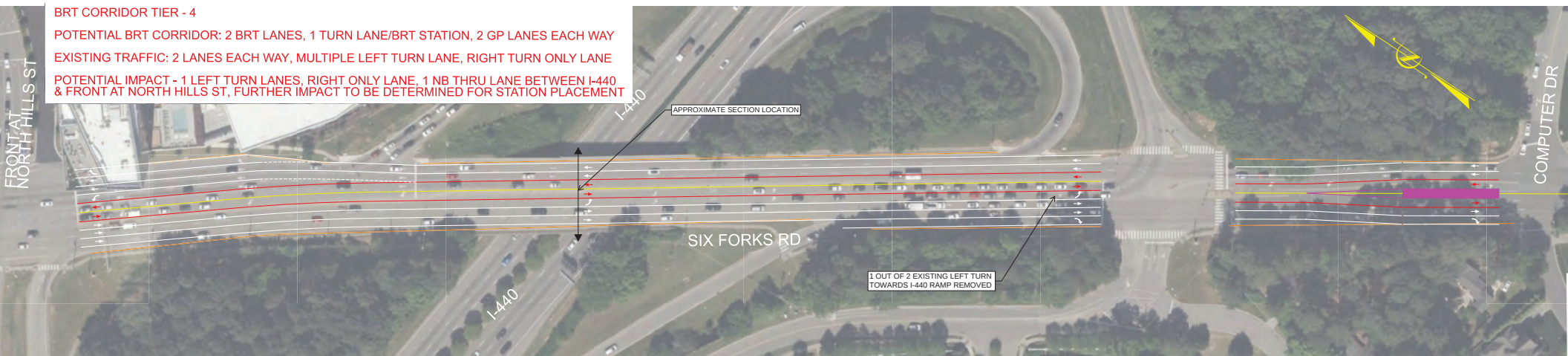


EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

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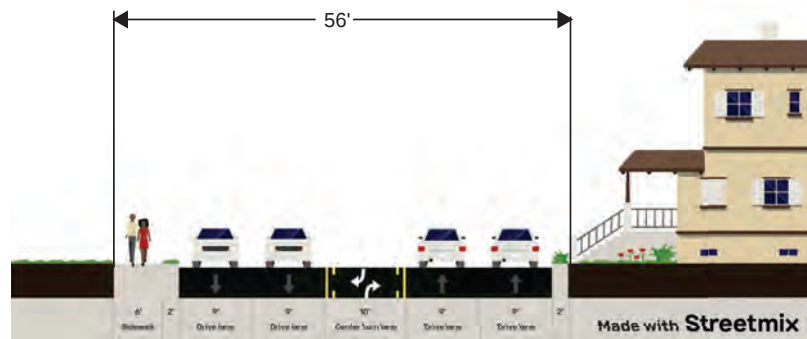
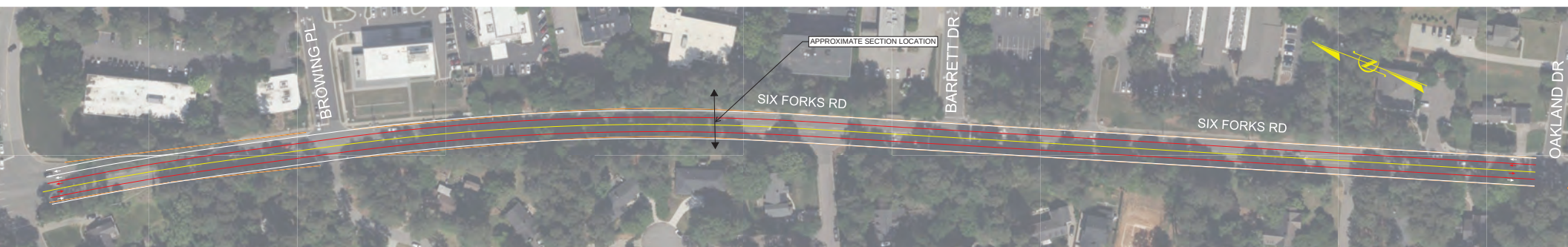
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BRT CORRIDOR TIER - 2

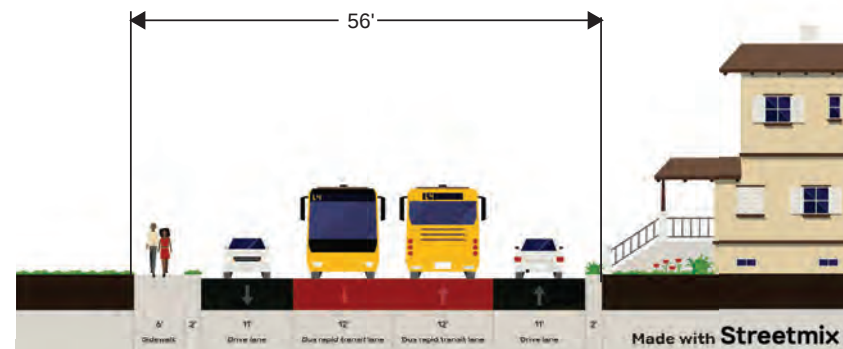
POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 GP LANES EACH WAY

EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANE/TWLTS

POTENTIAL IMPACT - 1 LANE EACH WAY, TWLTs



EXISTING CROSS-SECTION



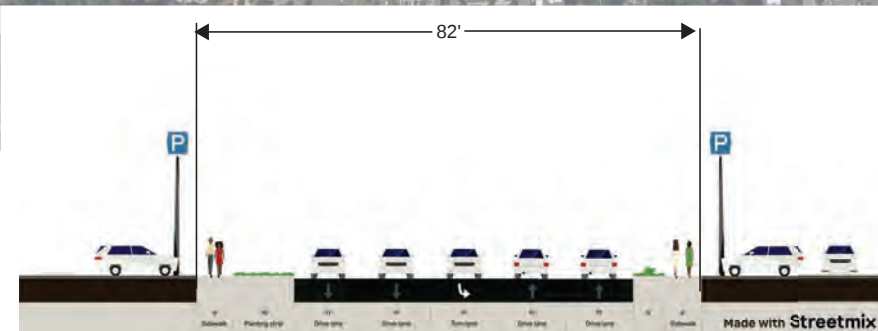
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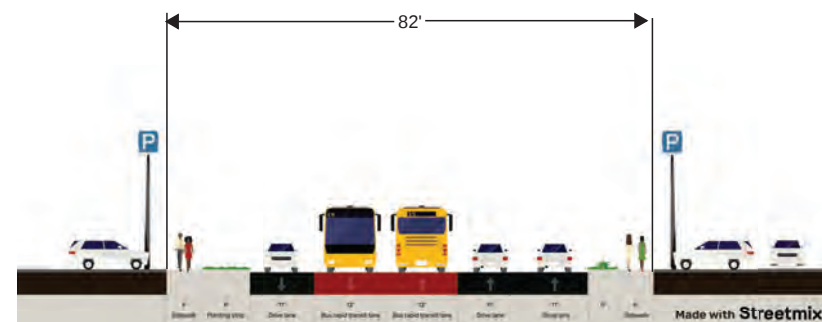
BRT CORRIDOR TIER - 2
 POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 GP WB, 2 GP EB
 EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANES/TWLTS
 POTENTIAL IMPACT - 1 LANE WB, TWLTS, LEFT TURN LANES
 NOTE: BI-DIRECTIONAL/ REVERSIBLE BRT LANE CAN BE AN OPTION WITH TWO GP LANES EACH WAY



Note: All dimensions shown are for display only.
 Dimensions may vary from location to location



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

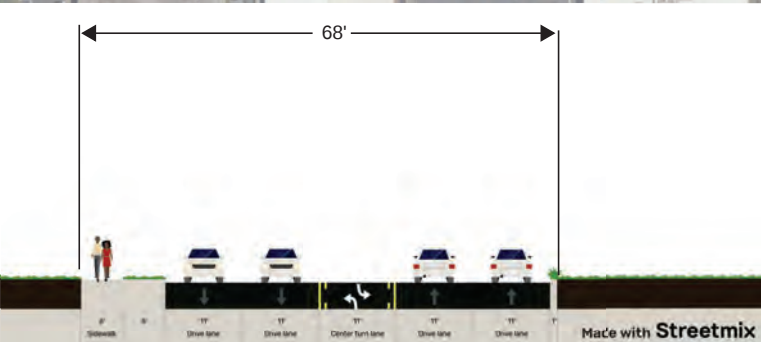
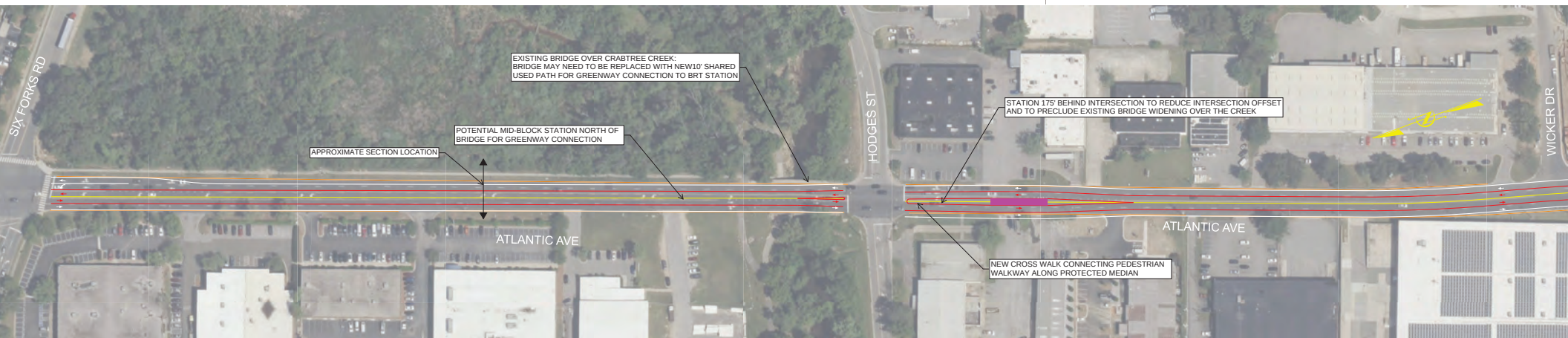
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BRT CORRIDOR TIER - 2

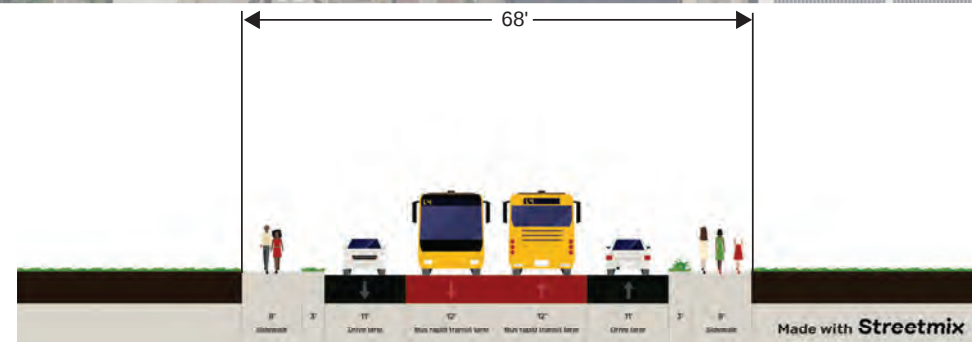
POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 GP EACH WAY

EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANES/TWLts

POTENTIAL IMPACT - 1 LANE EACH WAY, TWLTs, LEFT TURN LANES



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

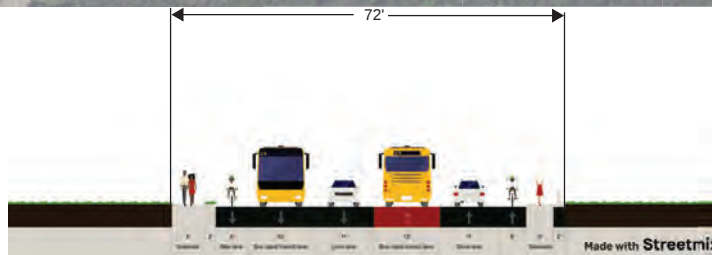
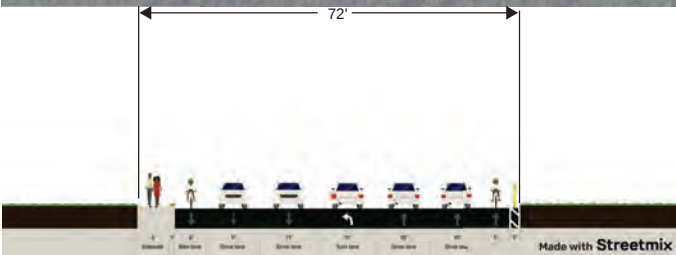
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BRT CORRIDOR TIER - 2 WITH BIKE LANES

POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 GP + 6' BIKE LANE EACH WAY

EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANES/TWLTS

POTENTIAL IMPACT - 1 LANE EACH WAY, TWLTS, LEFT TURN LANES



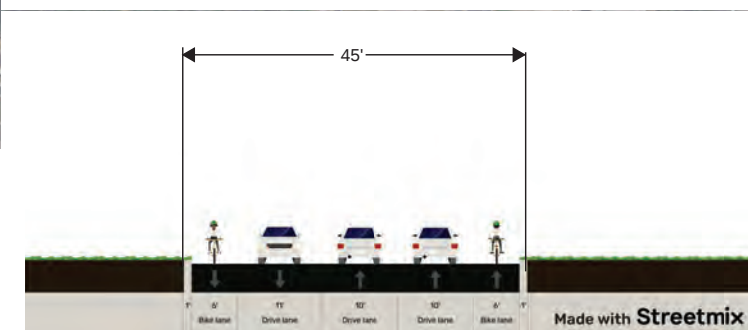
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BRT CORRIDOR TIER - 1

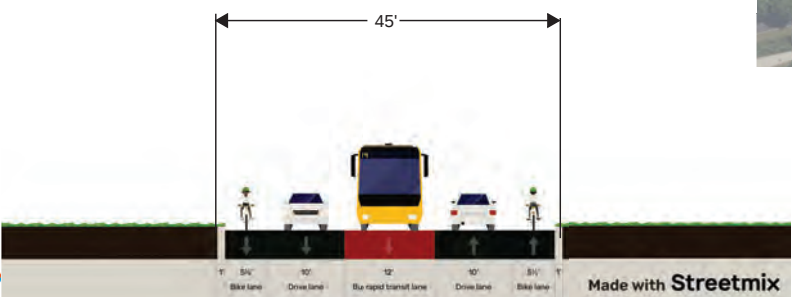
POTENTIAL BRT CORRIDOR- NB BRT LANE + 1 GP LANE EACH WAY + 6' BIKE LANE EACH WAY

EXISTING TRAFFIC: 2 GP NB, 1 GP, SB, STRIPPED BUFFER

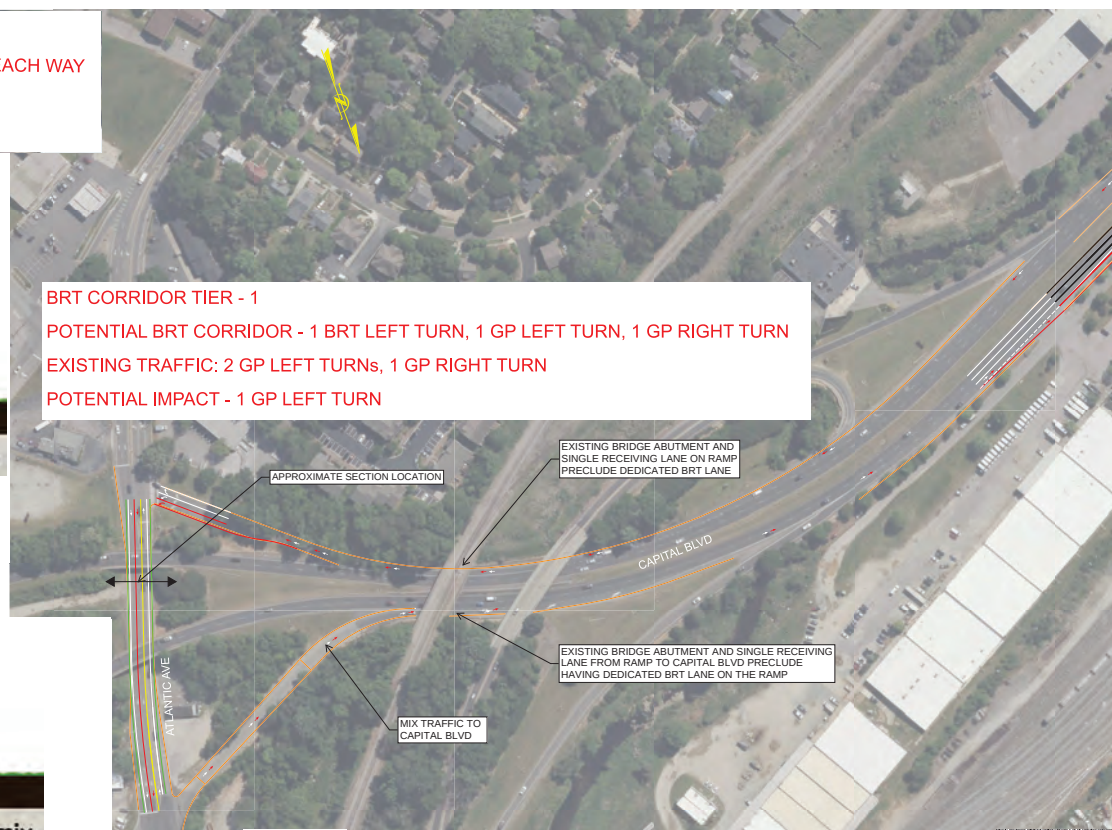
POTENTIAL IMPACT - 1 GP NB, STRIPPED BUFFER



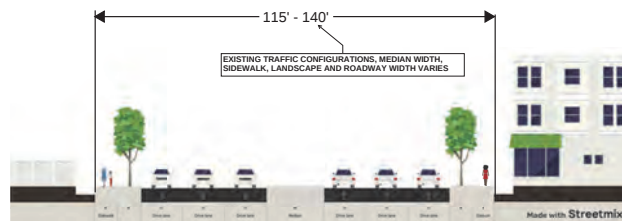
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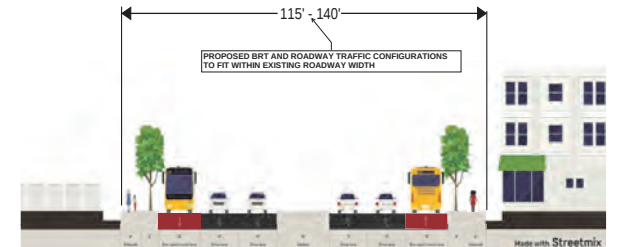
PROPOSED CROSS-SECTION



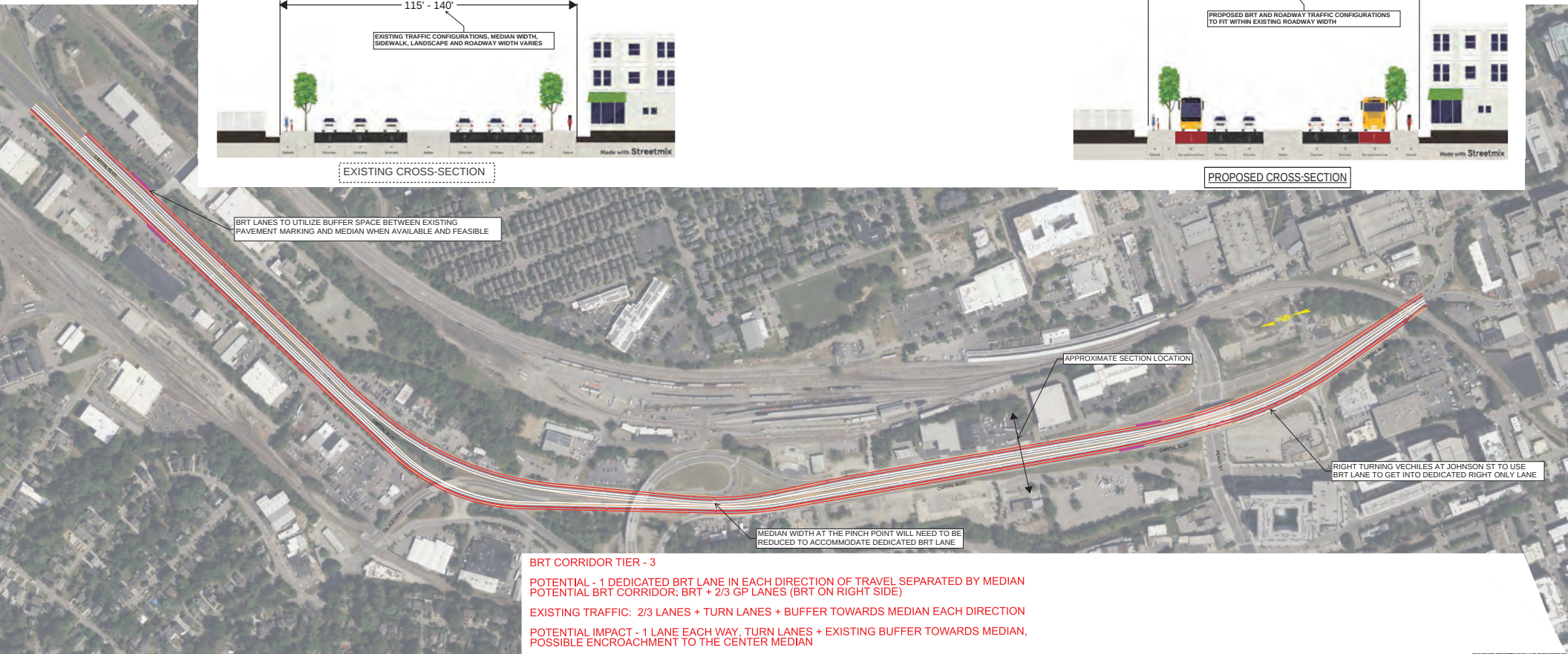
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EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



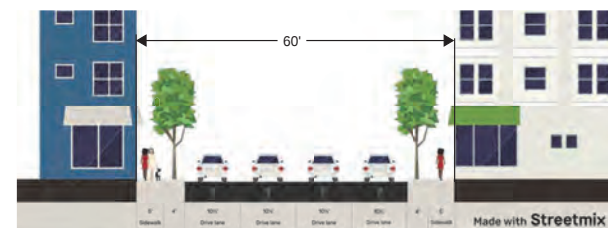
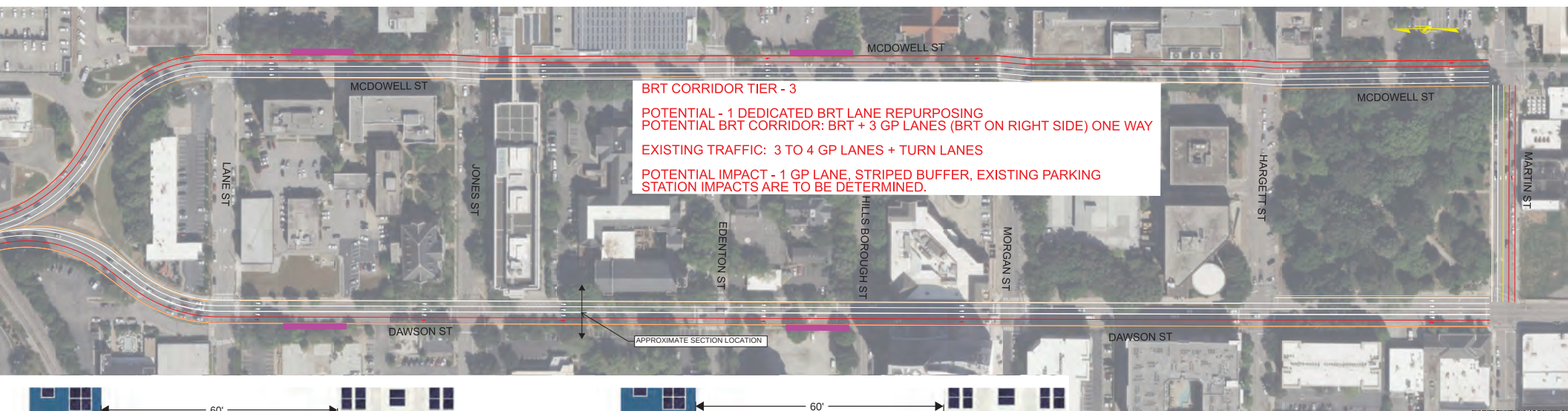
BRT CORRIDOR TIER - 3

POTENTIAL - 1 DEDICATED BRT LANE IN EACH DIRECTION OF TRAVEL SEPARATED BY MEDIAN
POTENTIAL BRT CORRIDOR: BRT + 2/3 GP LANES (BRT ON RIGHT SIDE)

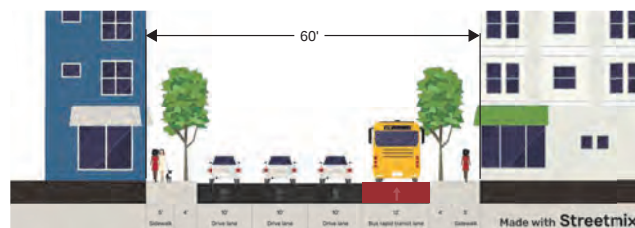
EXISTING TRAFFIC: 2/3 LANES + TURN LANES + BUFFER TOWARDS MEDIAN EACH DIRECTION

POTENTIAL IMPACT - 1 LANE EACH WAY, TURN LANES + EXISTING BUFFER TOWARDS MEDIAN,
POSSIBLE ENCROACHMENT TO THE CENTER MEDIAN

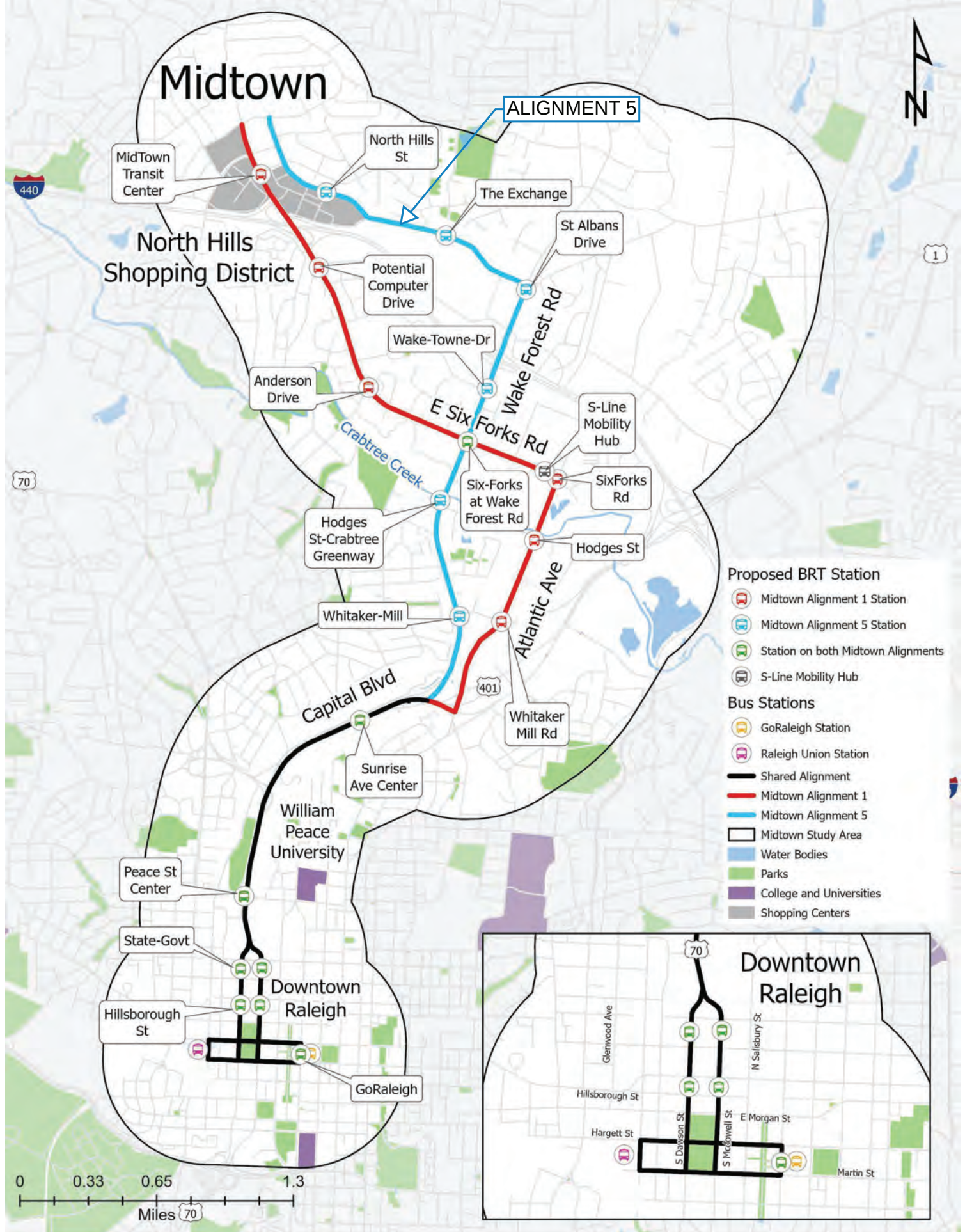
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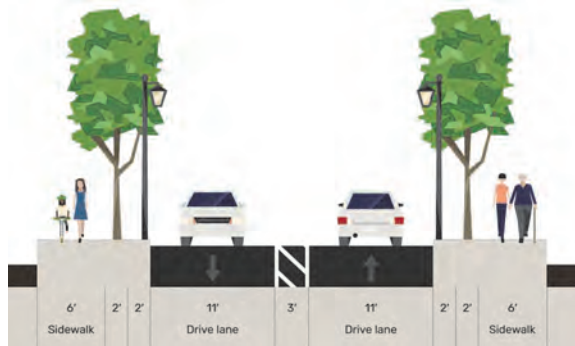
PROPOSED CROSS-SECTION



Midtown Selected Alignments

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BRT CORRIDOR TIER - 0

CANNOT ACCOMMODATE DEDICATED BRT LANE

EXISTING TRAFFIC: 1 LANE EACH WAY, NO MEDIAN, ON STREET BIKE LANE

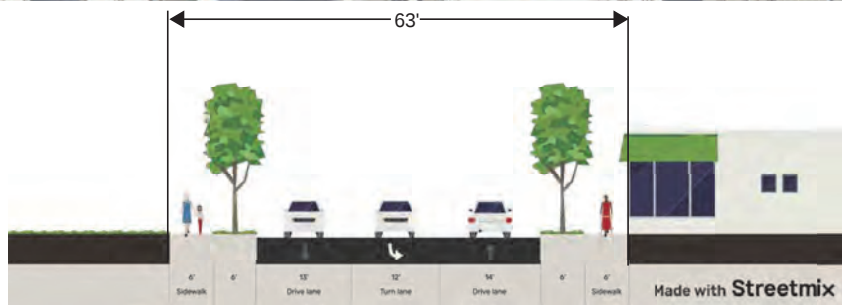
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BRT CORRIDOR TIER - 1

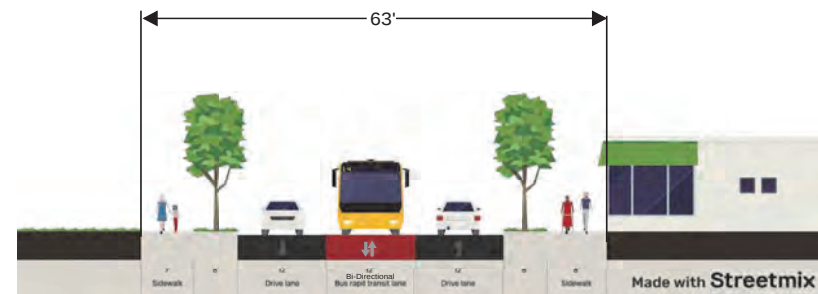
POTENTIAL - REVERSIBLE SINGLE BRT LANE + 1 GP LANE EACH WAY

EXISTING TRAFFIC: ONE LANE EACH WAY STRIPED, BUFFER, STREET PARKINGS

POTENTIAL IMPACT - ON STREET PARKING, ON STREET BIKE LANE



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

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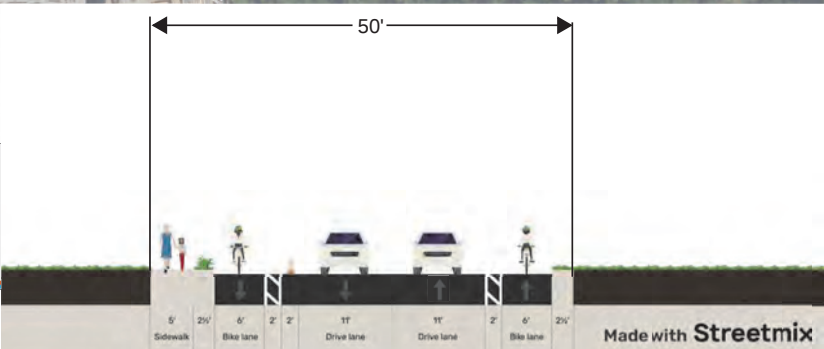
BRT CORRIDOR TIER - 1

POTENTIAL - REVERSIBLE SINGLE BRT LANE + 1 GP LANE EACH WAY (WITHOUT IMPACTING EX CURB)

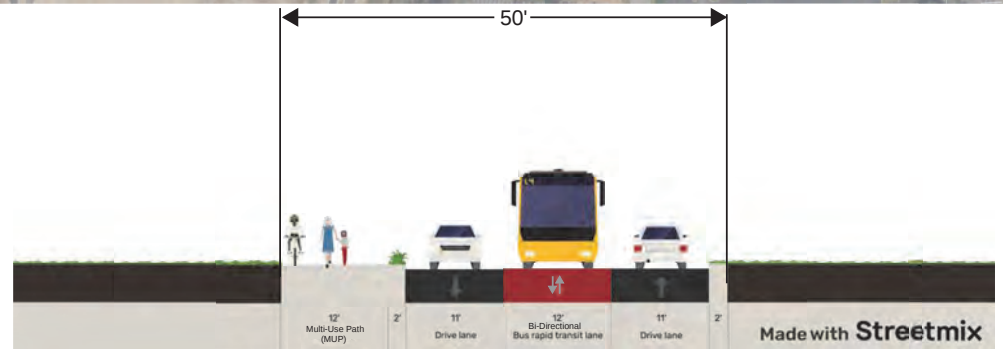
EXISTING TRAFFIC: ONE LANE EACH WAY, LEFT TURN LANE, BIKE LANE EACH DIRECTION

POTENTIAL IMPACT - BIKE LANE EACH WAY, CURBS TO BE IMPACTED FOR TWO DEDICATED BRT LANES

NOTE: TWO DEDICATED BRT LANES - CURBS TO BE IMPACTED (NO BUILDING ENCROACHMENTS)



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

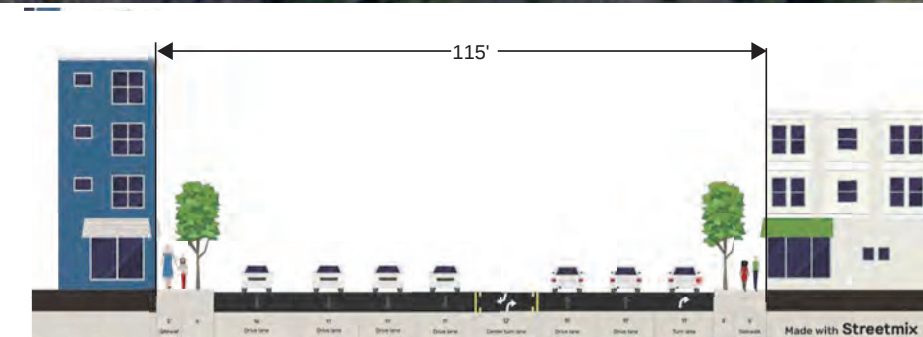
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BRT CORRIDOR TIER - 4

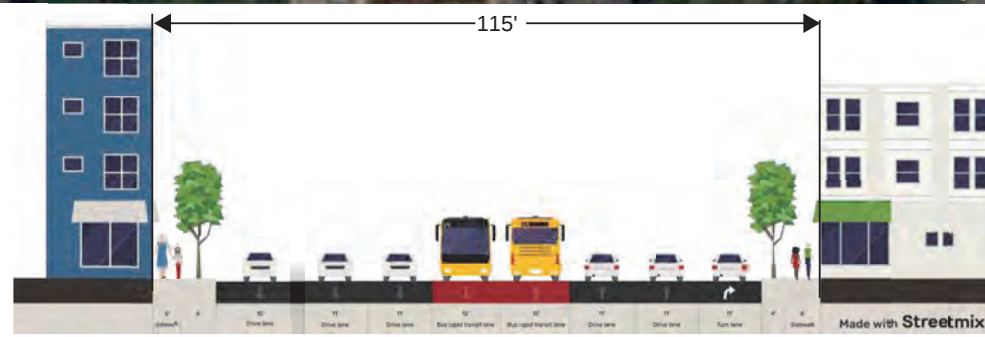
POTENTIAL - TWO DEDICATED BRT LANES
POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 TURN LANE/BRT STATION, 2 GP LANES EACH WAY

EXISTING TRAFFIC: 3 LANES EACH WAY, LEFT TURN LANE/TWLT, RIGHT TURN ONLY LANE

POTENTIAL IMPACT - TWLT, RIGHT TURN ONLY LANE, 1 LANE FROM EACH DIRECTION



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

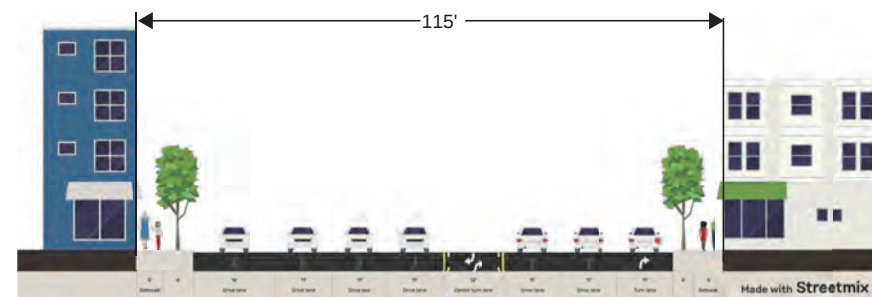
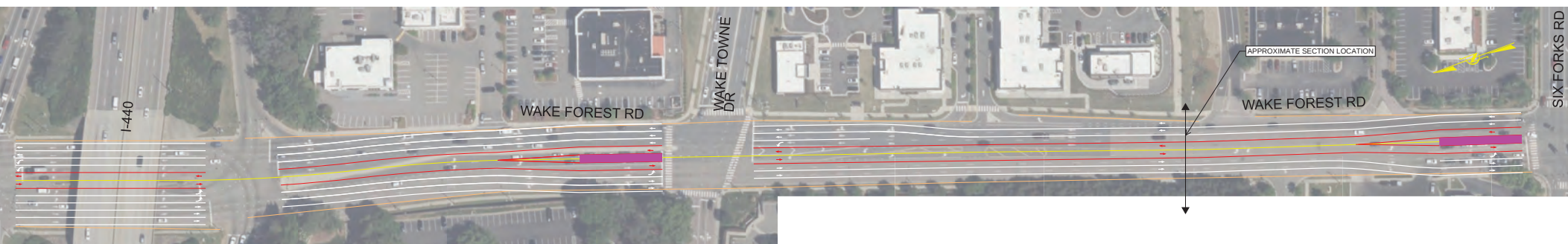
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BRT CORRIDOR TIER - 5

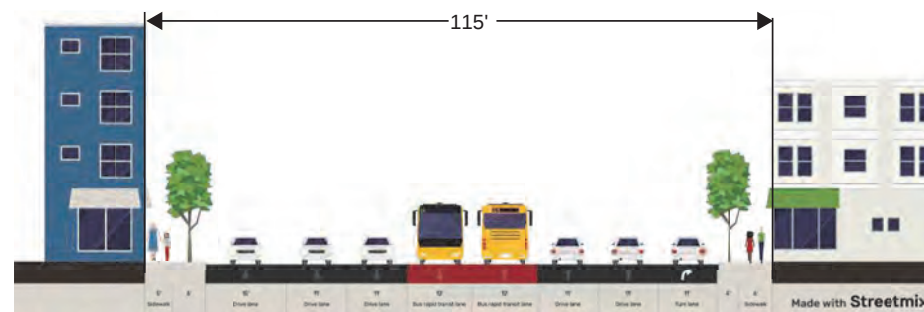
POTENTIAL - TWO DEDICATED BRT LANES
POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 TURN LANE/BRT STATION EACH WAY, 2 GP LANES EACH WAY

EXISTING TRAFFIC: 3 LANES EACH WAY, LEFT TURN LANE/MEDIAN/STRIPPED BUFFER, RIGHT TURN ONLY LANE

POTENTIAL IMPACT - ONE LEFT TURN FROM TWO EXISTING LEFT TURN LANE, MEDIANS/STRIPED BUFFER, RIGHT TURN ONLY LANE, 1 LANE FROM EACH DIRECTION

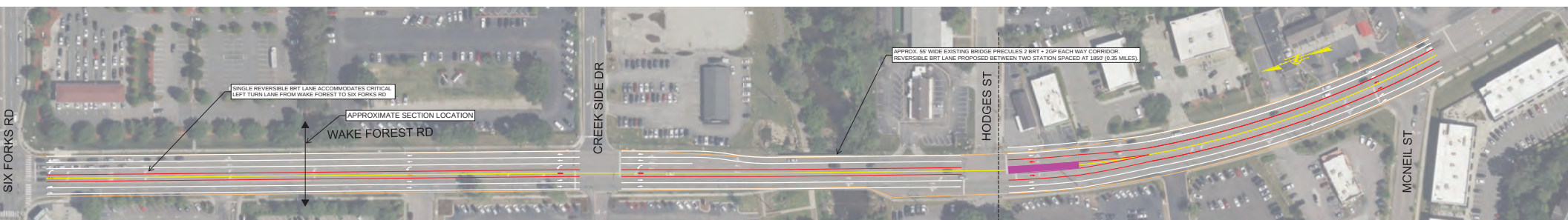


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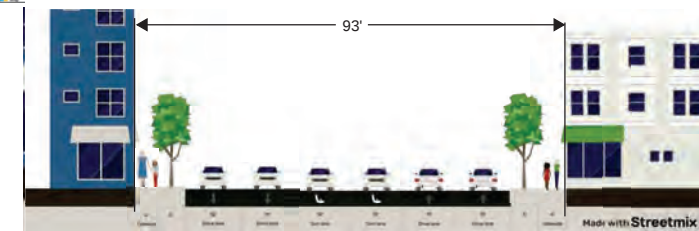


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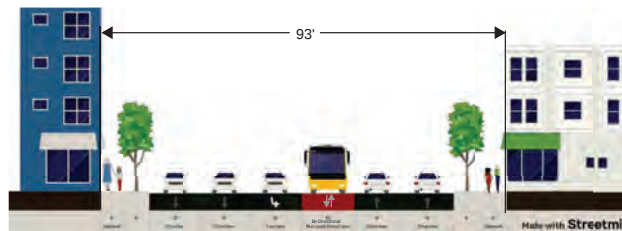
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BRT CORRIDOR TIER - 3 (REVERSIBLE BRT LANE)
POTENTIAL BRT CORRIDOR: 1 REVERSIBLE BRT, 2 GP LANES EACH WAY, LEFT TURN LANE
EXISTING TRAFFIC: 3 LANES NB, 2 LANES SB, LEFT TURN LANES
POTENTIAL IMPACT - 1 LANE FROM NB TRAFFIC, SB LEFT TURN LANE AT CREEKSIDE



EXISTING CROSS-SECTION

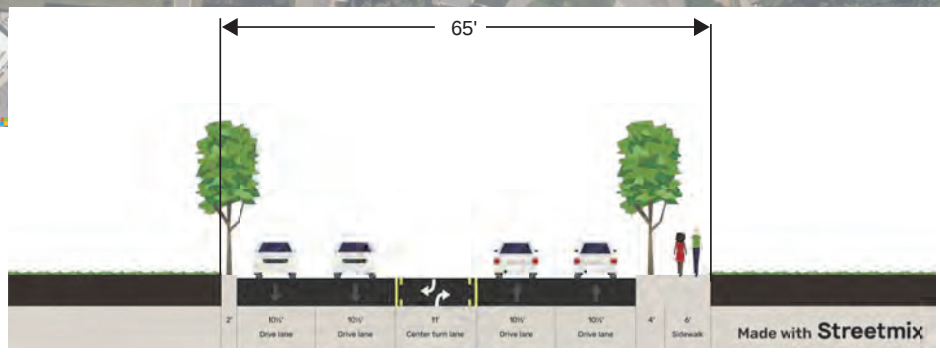


PROPOSED CROSS SECTION

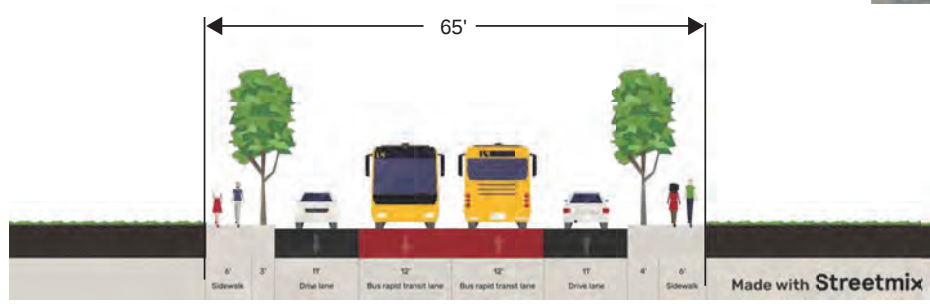
POTENTIAL BRT CORRIDOR: 2 BRT, 2 GP EACH WAY, STATION
EXISTING TRAFFIC: 3 LANES NB, 2 LANES SB, LEFT TURN LANES
POTENTIAL IMPACT - 1 LANE FROM NB TRAFFIC, NB LEFT TURN LANE AT HODGES ST

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BRT CORRIDOR TIER - 2
POTENTIAL - TWO DEDICATED BRT LANES
POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 GP LANES EACH WAY,
EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANE/TWLTS
POTENTIAL IMPACT - 1 LANE EACH WAY, TWLTS



EXISTING CROSS-SECTION

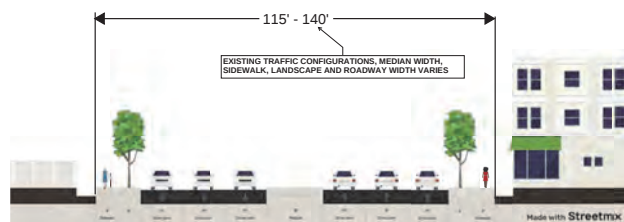


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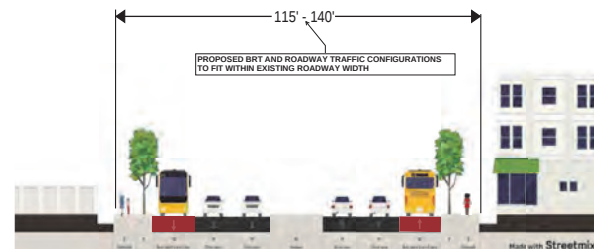
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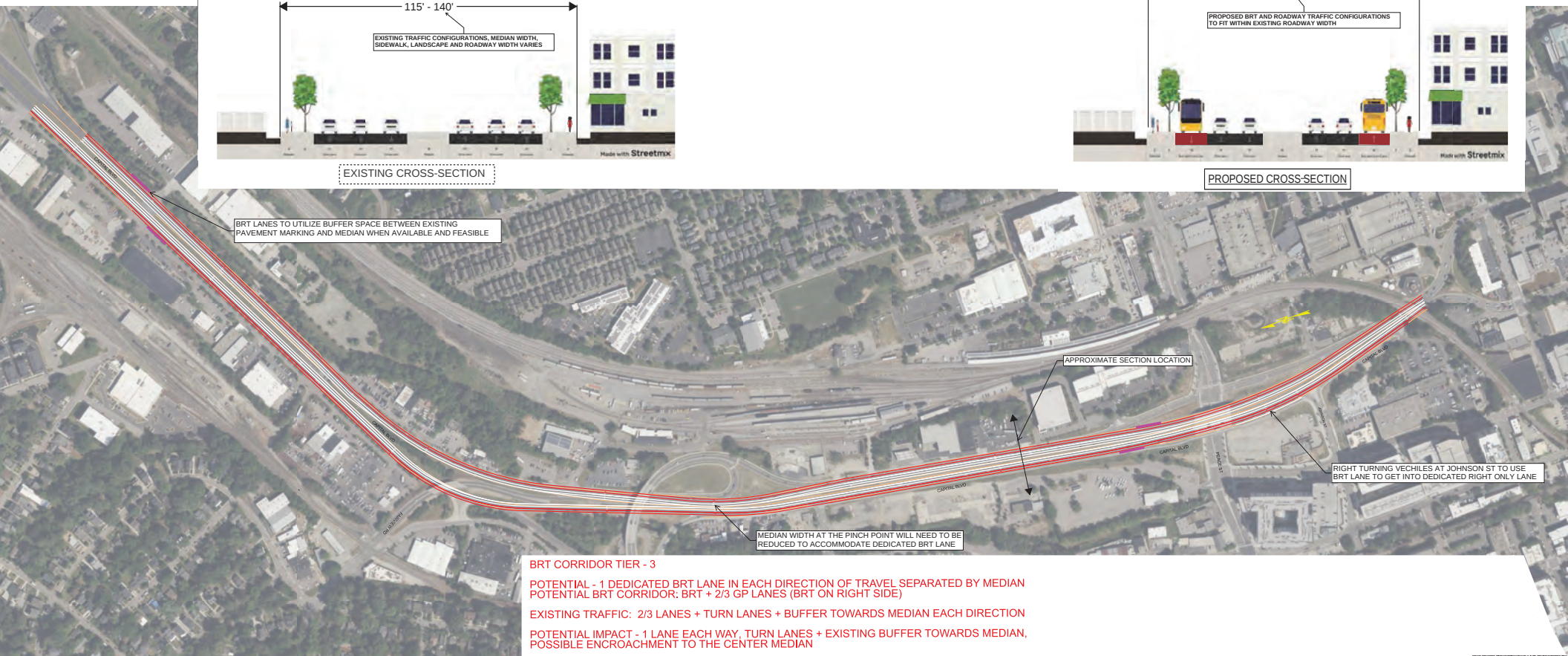
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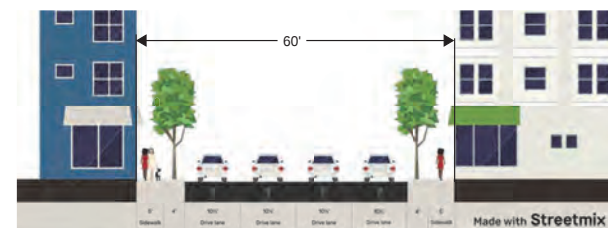
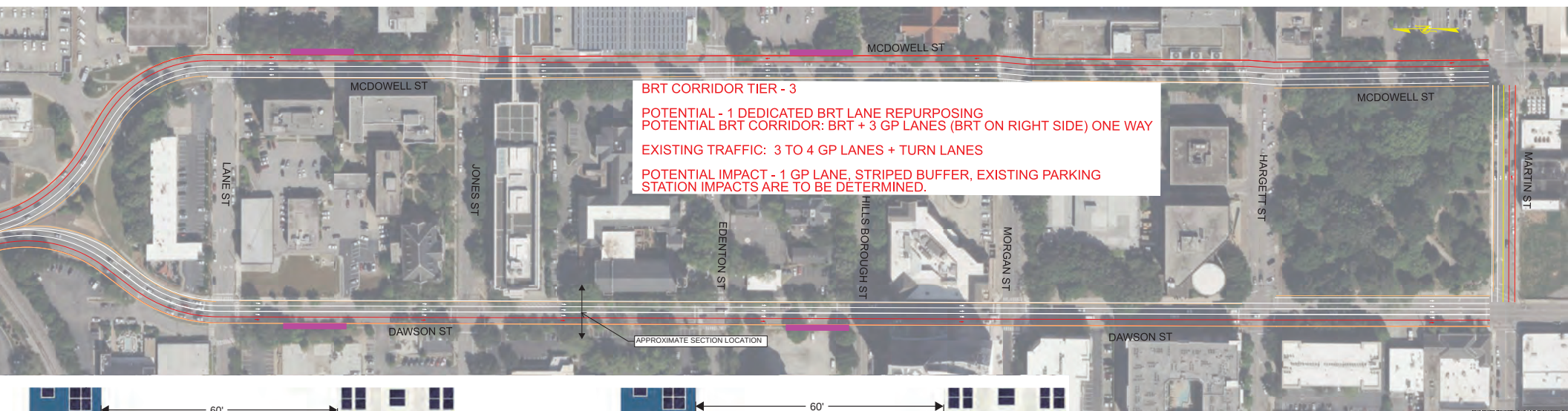
BRT CORRIDOR TIER - 3

POTENTIAL - 1 DEDICATED BRT LANE IN EACH DIRECTION OF TRAVEL SEPARATED BY MEDIAN
POTENTIAL BRT CORRIDOR: BRT + 2/3 GP LANES (BRT ON RIGHT SIDE)

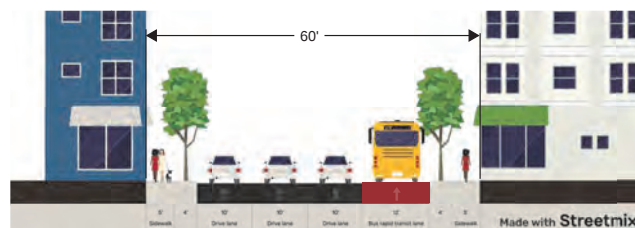
EXISTING TRAFFIC: 2/3 LANES + TURN LANES + BUFFER TOWARDS MEDIAN EACH DIRECTION

POTENTIAL IMPACT - 1 LANE EACH WAY, TURN LANES + EXISTING BUFFER TOWARDS MEDIAN,
POSSIBLE ENCROACHMENT TO THE CENTER MEDIAN

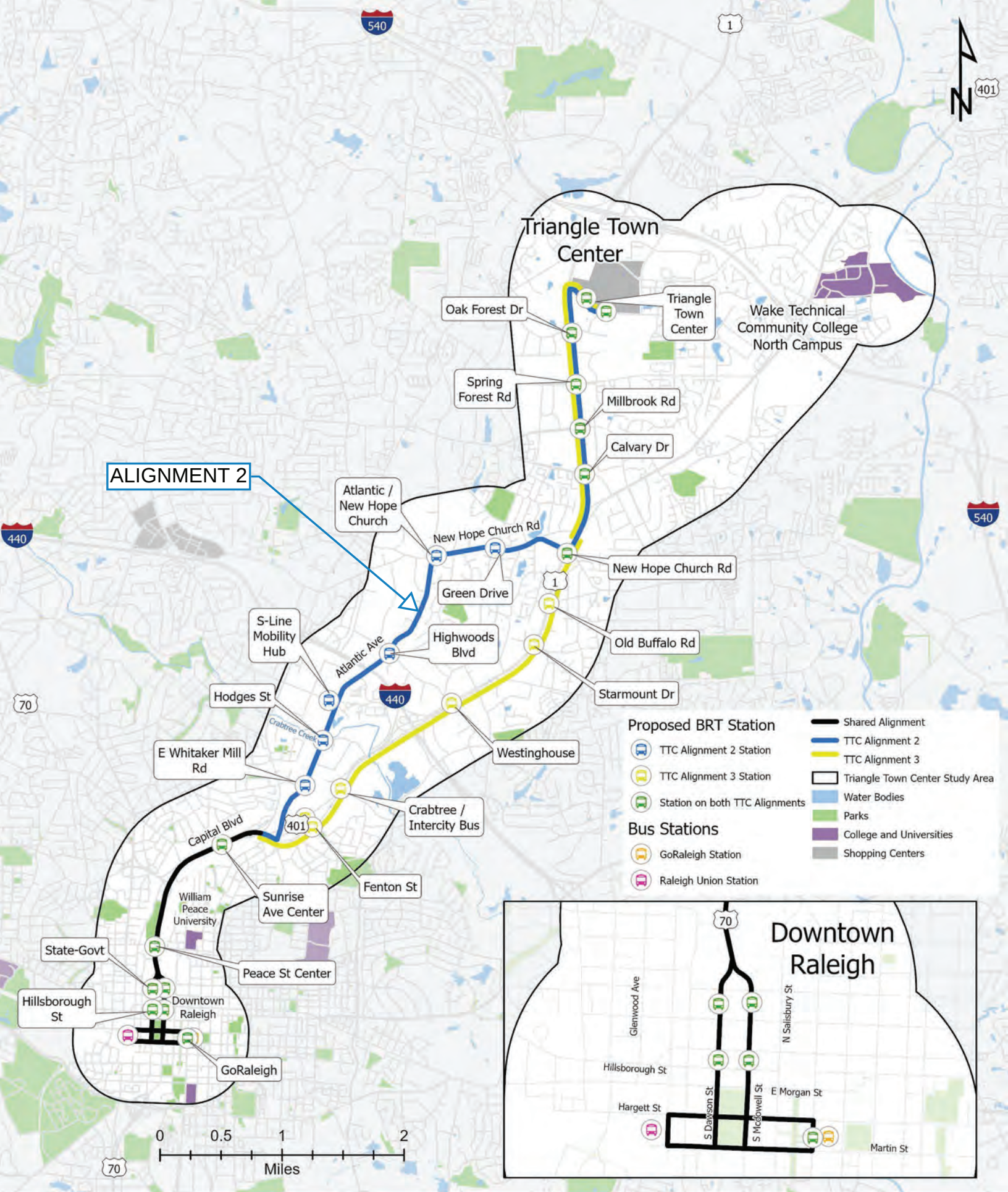
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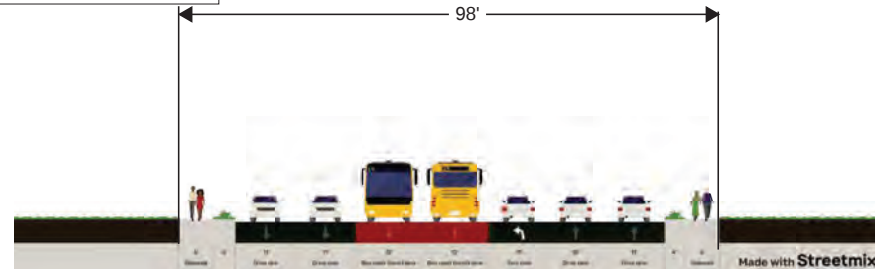
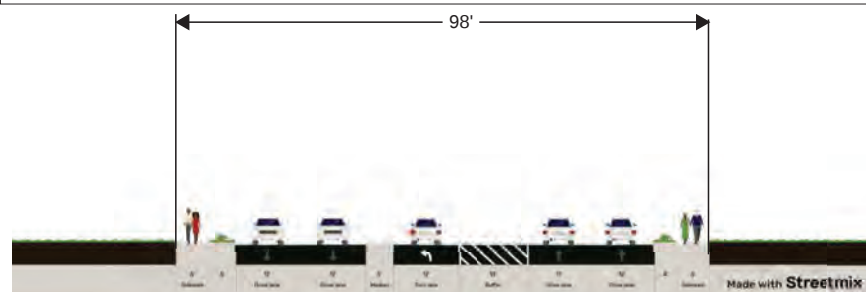


PROPOSED CROSS-SECTION



Triangle Town Center Selected Alignments

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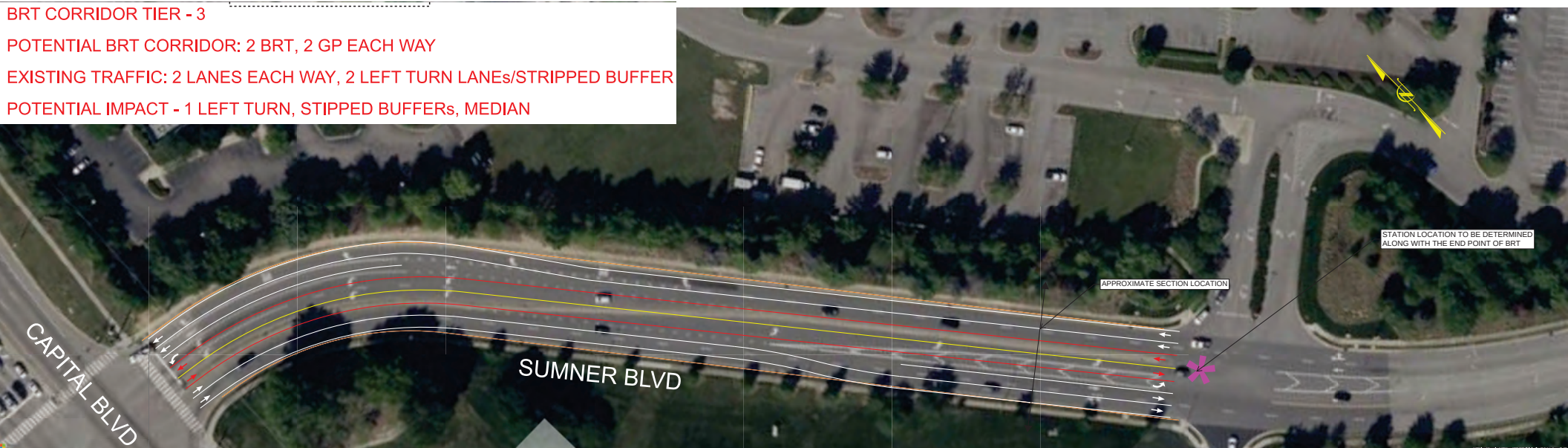


BRT CORRIDOR TIER - 3

POTENTIAL BRT CORRIDOR: 2 BRT, 2 GP EACH WAY

EXISTING TRAFFIC: 2 LANES EACH WAY, 2 LEFT TURN LANES/STRIPPED BUFFER

POTENTIAL IMPACT - 1 LEFT TURN, STIPPED BUFFERs, MEDIAN



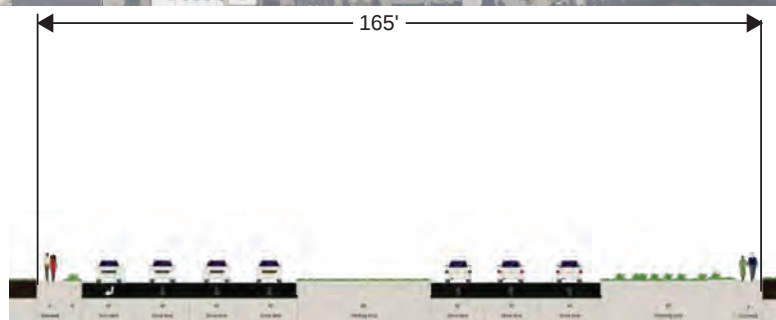
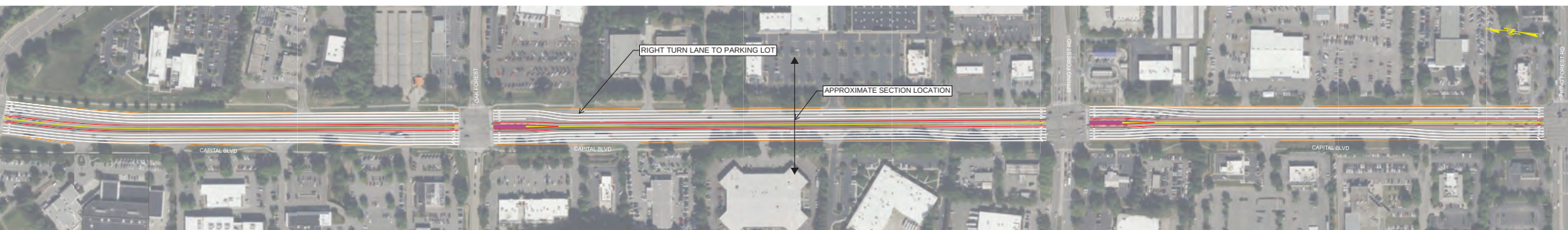
DISCLAIMER:
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BRT CORRIDOR TIER - 5

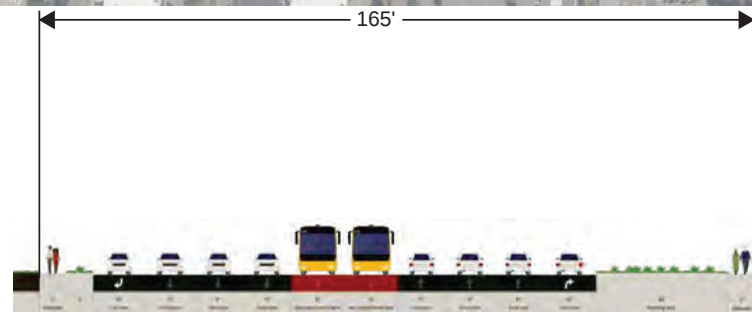
POTENTIAL BRT CORRIDOR: 2 BRT LANE, 3 THRU LANES EACH WAY,
1 LEFT TURN LANE EACH WAY, CENTER STATION AT INTERSECTIONS

EXISTING TRAFFIC: 3 LANES EACH WAY, LEFT TURN LANES, RIGHT ONLY LANE, CURB MEDIANS

POTENTIAL IMPACT - 1 LANE EACH WAY, RIGHT ONLY LANE, CURB MEDIANS



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

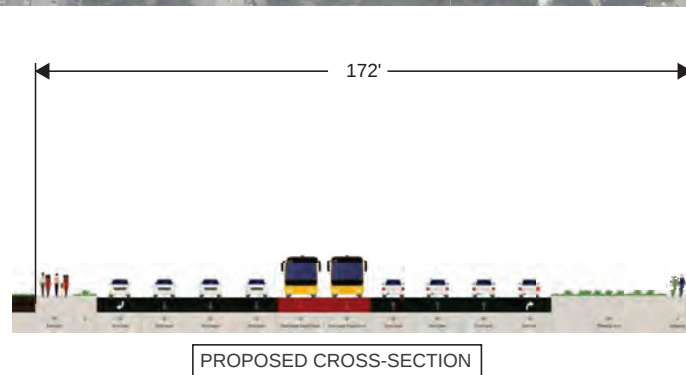
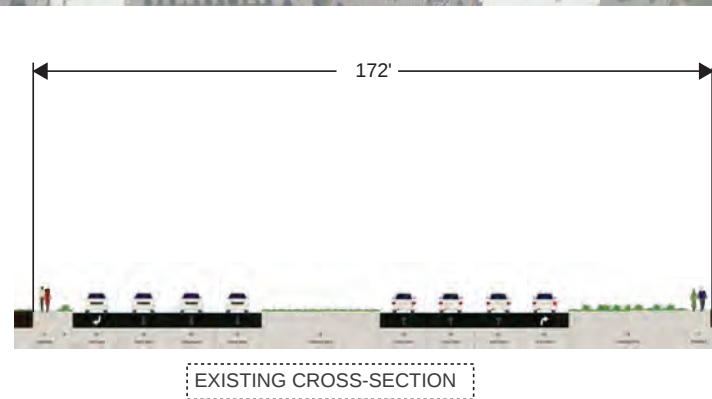
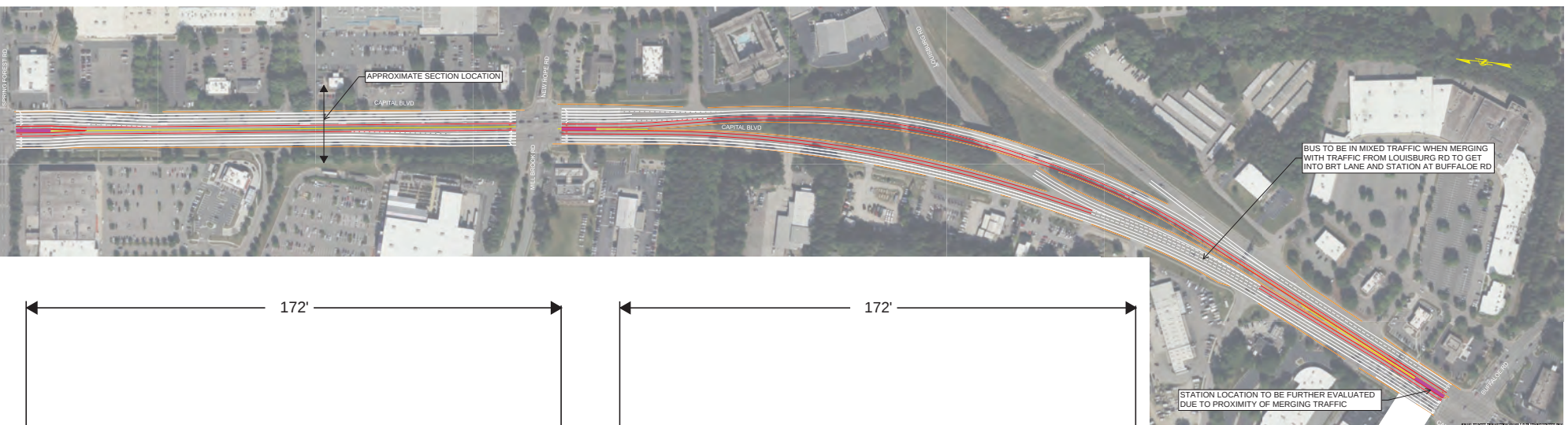
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BRT CORRIDOR TIER - 5

POTENTIAL BRT CORRIDOR: 2 BRT LANE, 3 THRU LANES EACH WAY,
1 LEFT TURN LANE EACH WAY, CENTER STATION AT INTERSECTIONS

EXISTING TRAFFIC: 3 LANES EACH WAY, LEFT TURN LANES, RIGHT ONLY LANE, CURB MEDIANS

POTENTIAL IMPACT - 1 LANE EACH WAY, RIGHT ONLY LANE, CURB MEDIANS



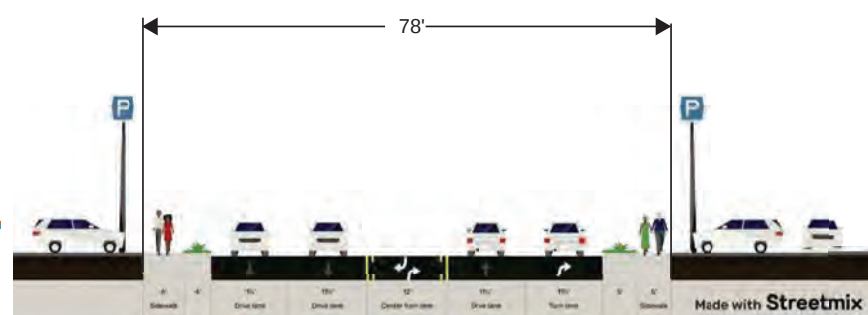
DISCLAIMER:
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BRT CORRIDOR TIER - 3 (REVERSIBLE BRT)

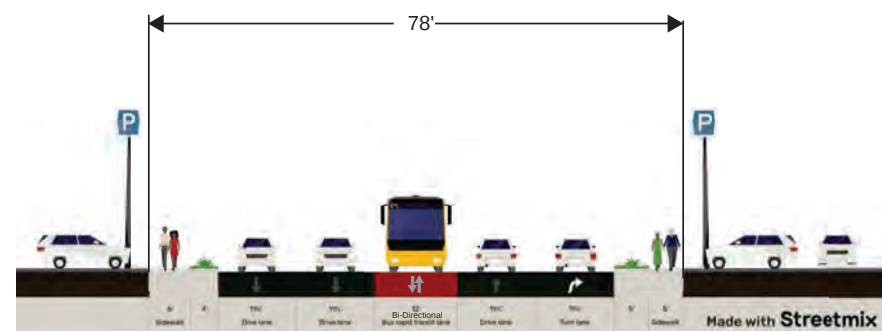
POTENTIAL BRT CORRIDOR: 1 REVERSIBLE BRT, 2 GP EACH WAY

EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANES/TWLTS

-POTENTIAL IMPACT - 1 LANE EACH WAY, TWLTS, LEFT TURN LANES



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

DISCLAIMER:
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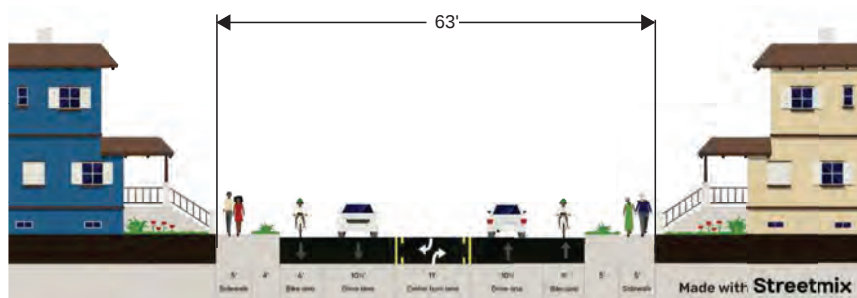
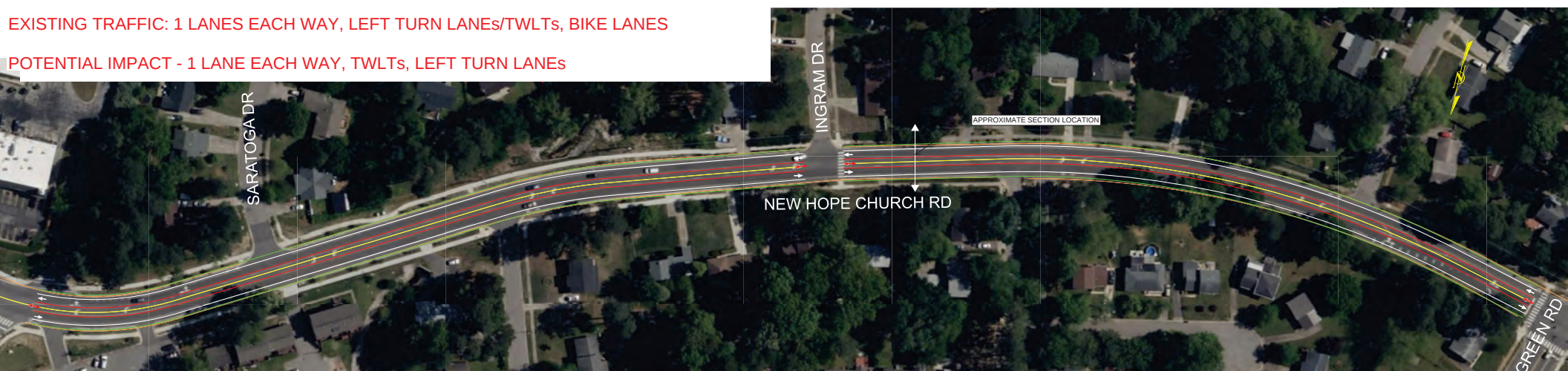
BRT CORRIDOR TIER - 1 (REVERSIBLE BRT)

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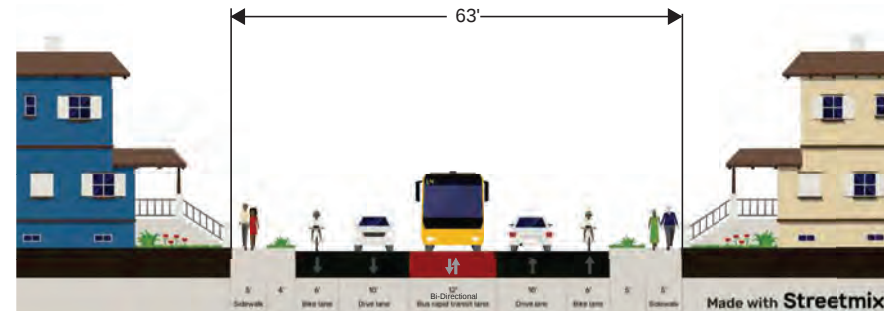
POTENTIAL BRT CORRIDOR: 1 REVERSIBLE BRT, 1 GP EACH WAY, 6' BIKE LANE EACH WAY

EXISTING TRAFFIC: 1 LANES EACH WAY, LEFT TURN LANES/TWLTs, BIKE LANES

POTENTIAL IMPACT - 1 LANE EACH WAY, TWLTs, LEFT TURN LANES



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

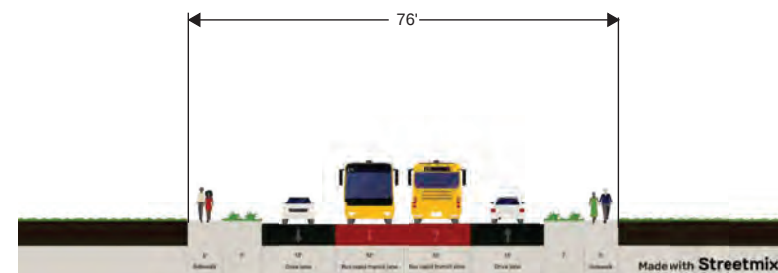
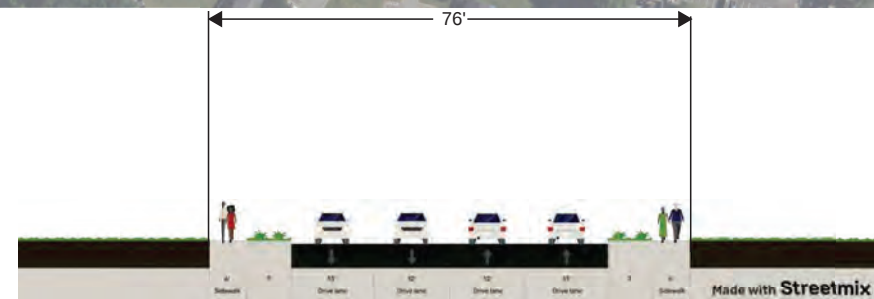
DISCLAIMER:
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BRT CORRIDOR TIER - 2

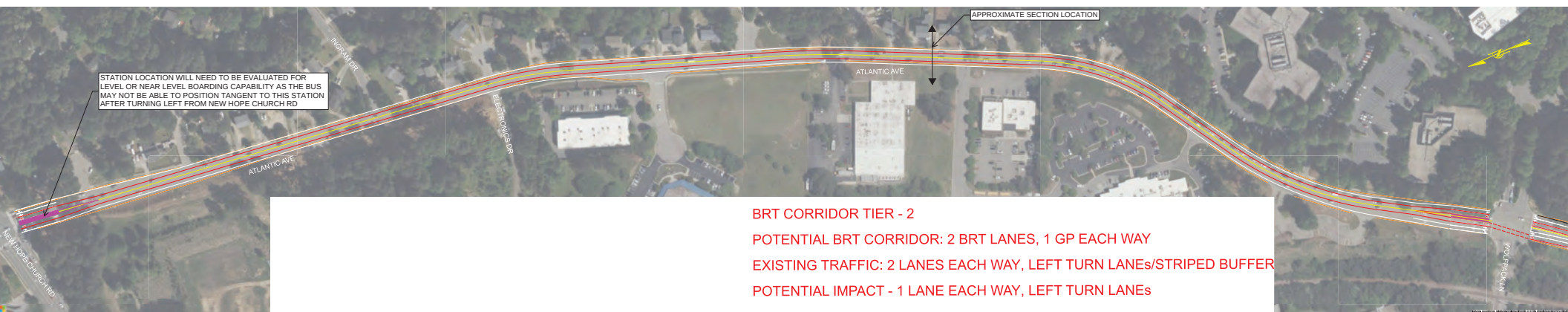
POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 GP EACH WAY

EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANES/STRIPE BUFFER

POTENTIAL IMPACT - 1 LANE EACH WAY, LEFT TURN LANES



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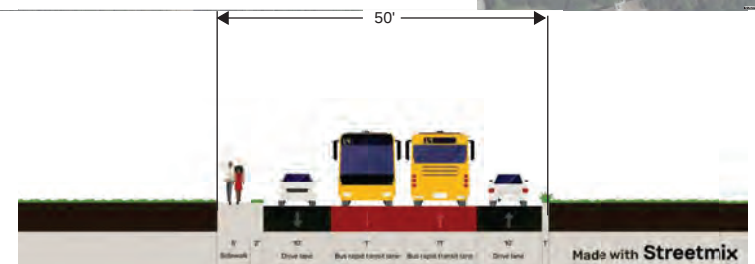
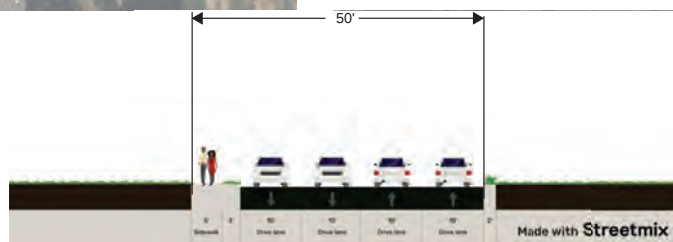


BRT CORRIDOR TIER - 2

POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 GP EACH WAY

EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANES/STRIPED BUFFER

POTENTIAL IMPACT - 1 LANE EACH WAY, LEFT TURN LANES



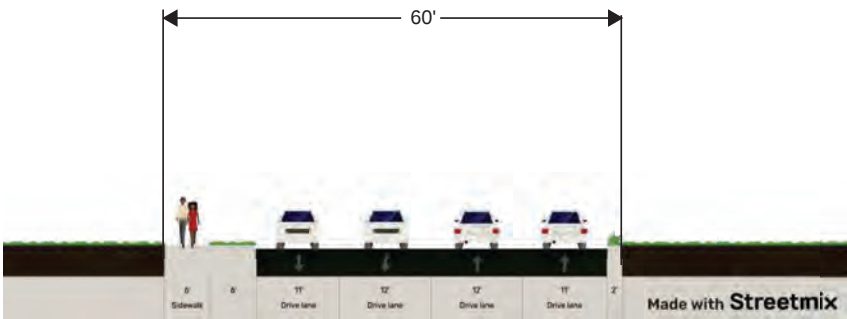
DISCLAIMER:
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BRT CORRIDOR TIER - 2

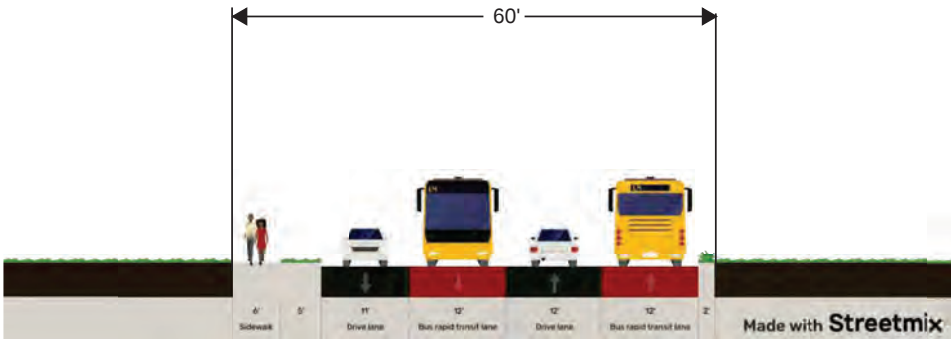
POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 GP EACH WAY

EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANES/STRIPED BUFFER

POTENTIAL IMPACT - 1 LANE EACH WAY, LEFT TURN LANES



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

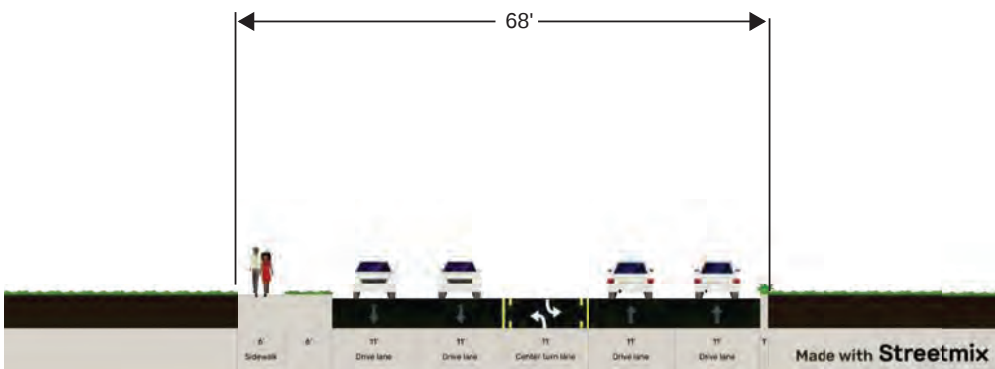
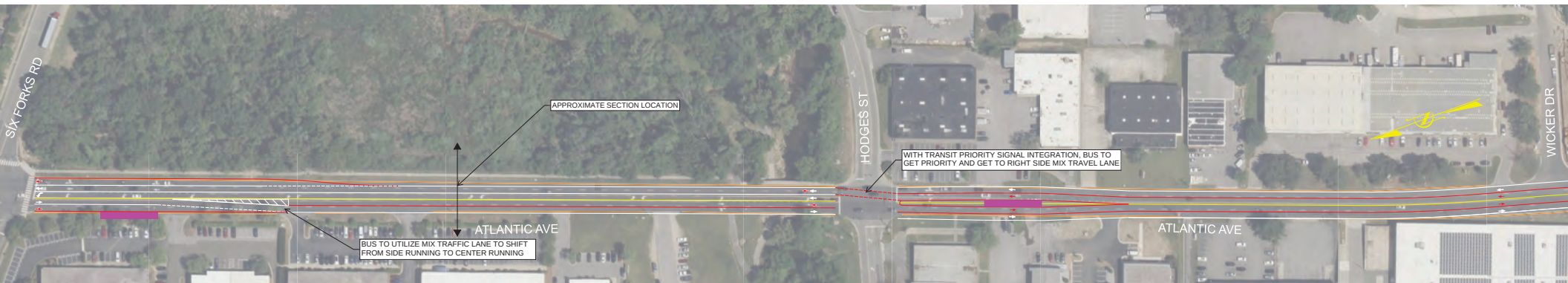
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BRT CORRIDOR TIER - 2

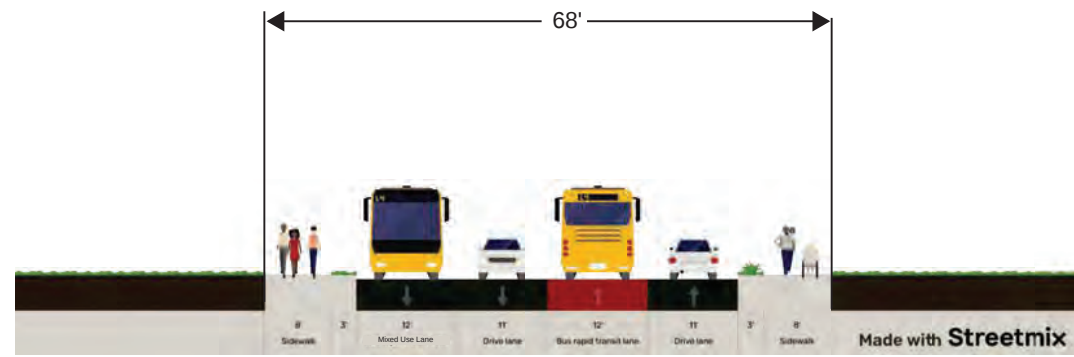
POTENTIAL BRT CORRIDOR: 2 BRT LANES, 1 GP EACH WAY

EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANES/TWLTS

POTENTIAL IMPACT - 1 LANE EACH WAY, TWLTS, LEFT TURN LANES



EXISTING CROSS-SECTION

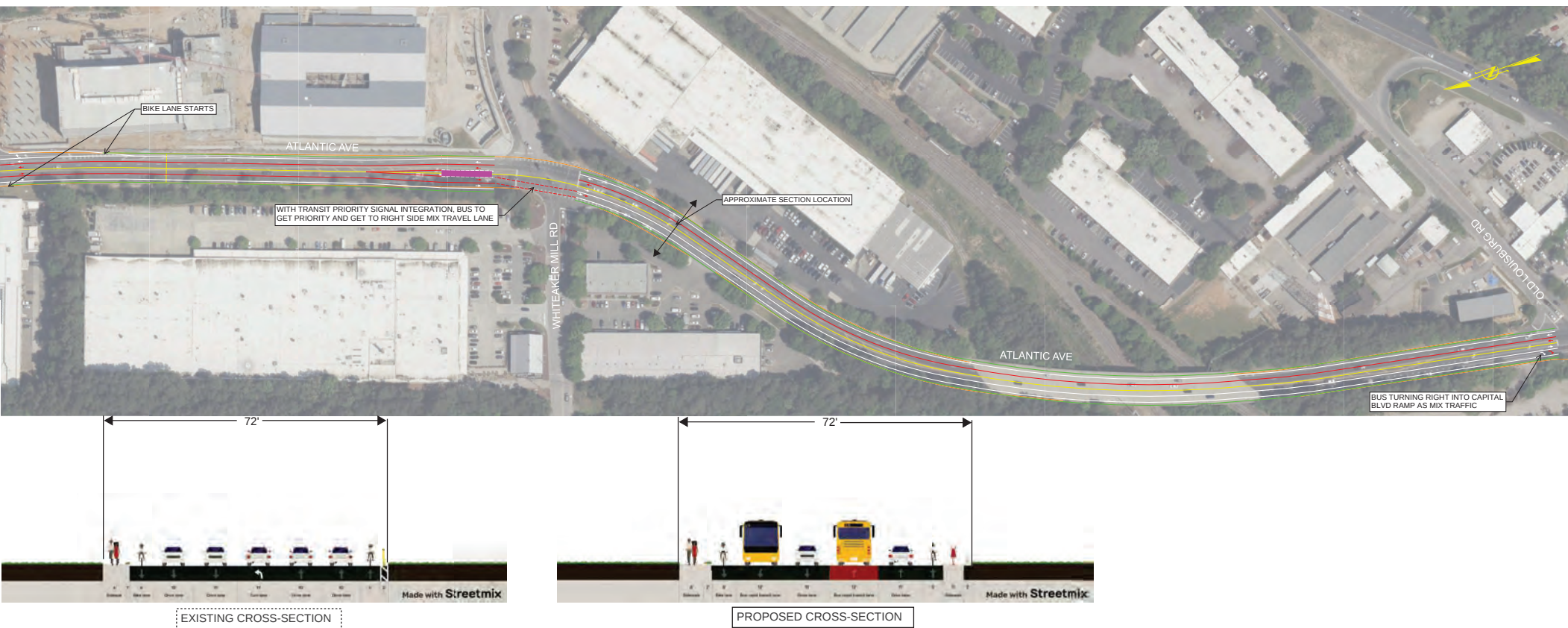


PROPOSED CROSS-SECTION

6. BRT CORRIDOR TIER - 2 WITH BIKE LANES

EXISTING TRAFFIC: 2 LANES EACH WAY, LEFT TURN LANES/TWLTs

POTENTIAL IMPACT - 1 LANE EACH WAY, TWLTs, LEFT TURN LANES



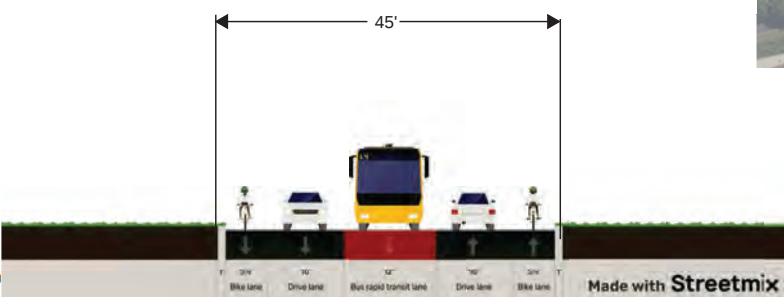
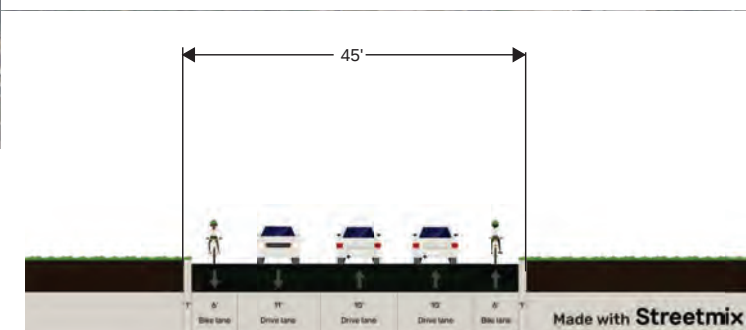
DISCLAIMER:
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BRT CORRIDOR TIER - 1

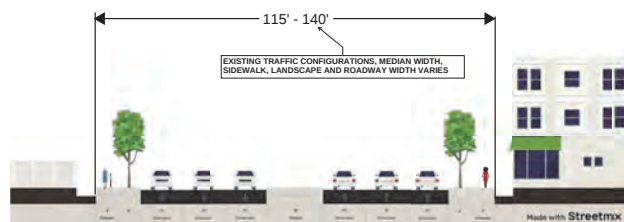
POTENTIAL BRT CORRIDOR- NB BRT LANE + 1 GP LANE EACH WAY + 6' BIKE LANE EACH WAY

EXISTING TRAFFIC: 2 GP NB, 1 GP, SB, STRIPPED BUFFER

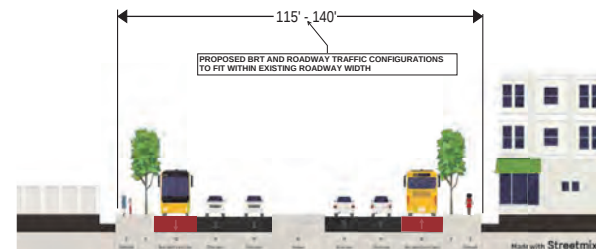
POTENTIAL IMPACT - 1 GP NB, STRIPPED BUFFER



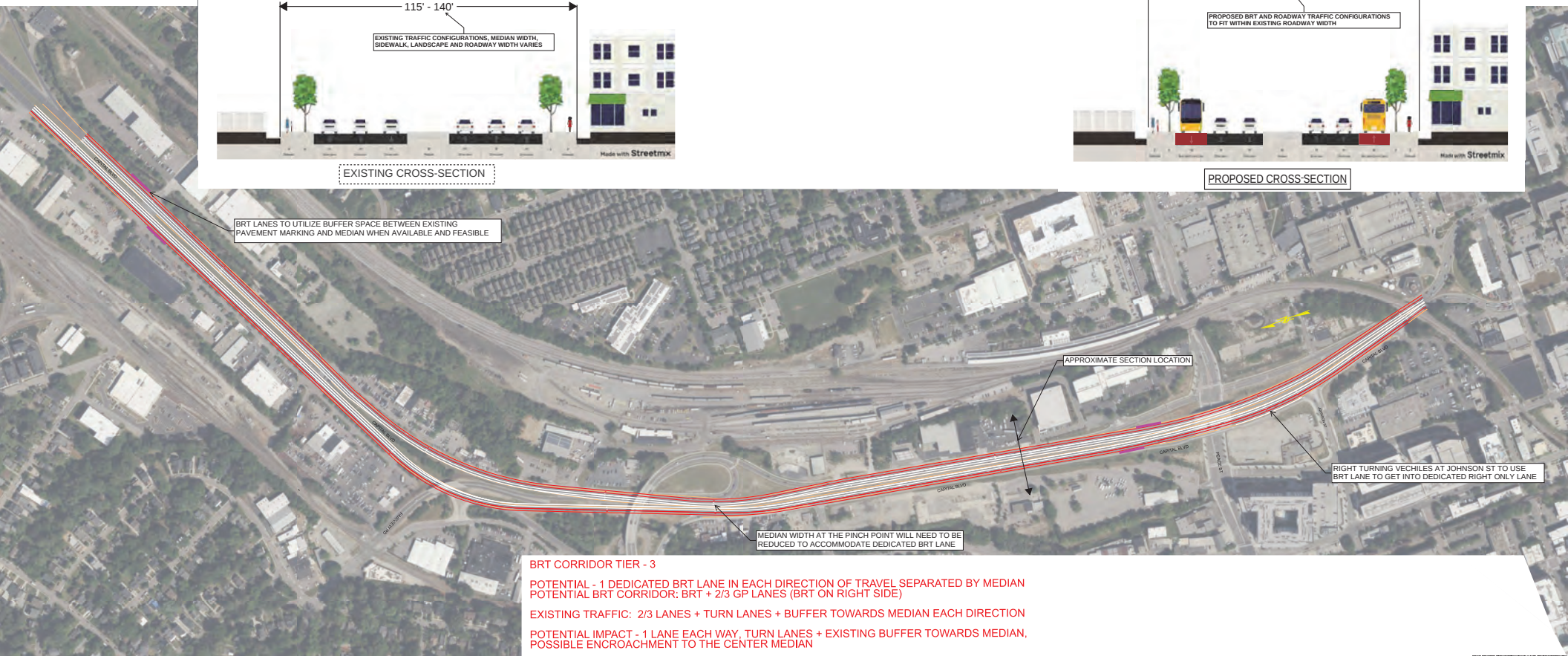
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EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



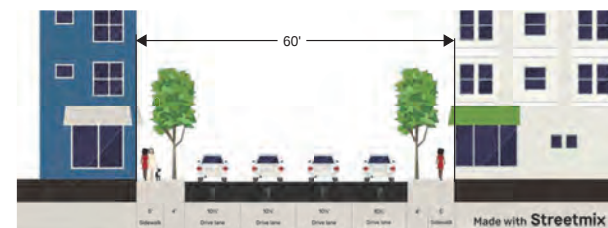
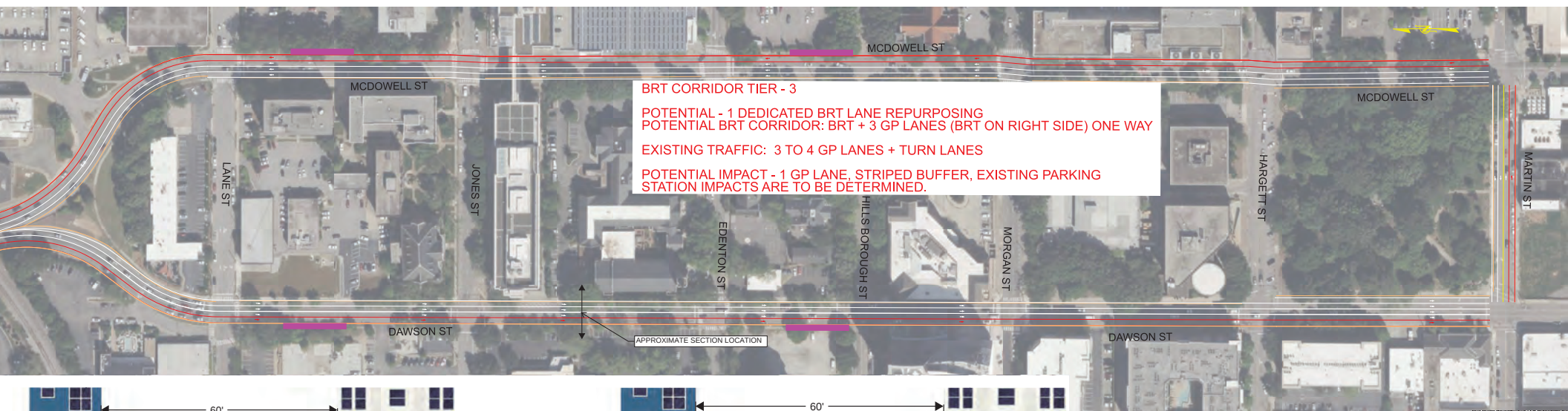
BRT CORRIDOR TIER - 3

POTENTIAL - 1 DEDICATED BRT LANE IN EACH DIRECTION OF TRAVEL SEPARATED BY MEDIAN
POTENTIAL BRT CORRIDOR: BRT + 2/3 GP LANES (BRT ON RIGHT SIDE)

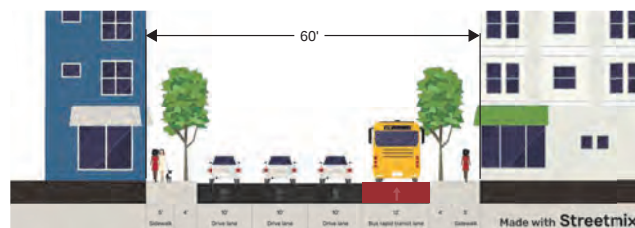
EXISTING TRAFFIC: 2/3 LANES + TURN LANES + BUFFER TOWARDS MEDIAN EACH DIRECTION

POTENTIAL IMPACT - 1 LANE EACH WAY, TURN LANES + EXISTING BUFFER TOWARDS MEDIAN,
POSSIBLE ENCROACHMENT TO THE CENTER MEDIAN

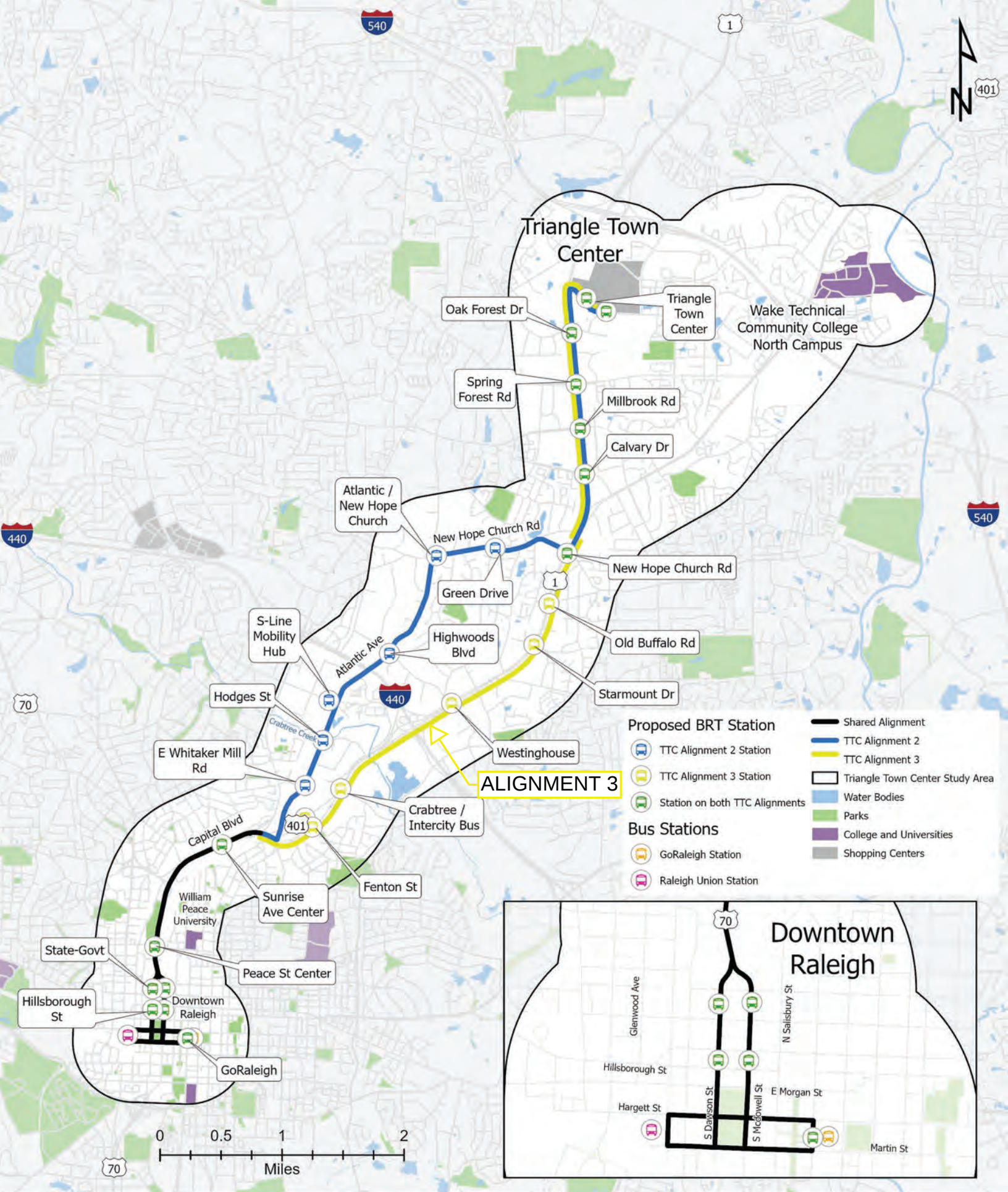
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EXISTING CROSS-SECTION

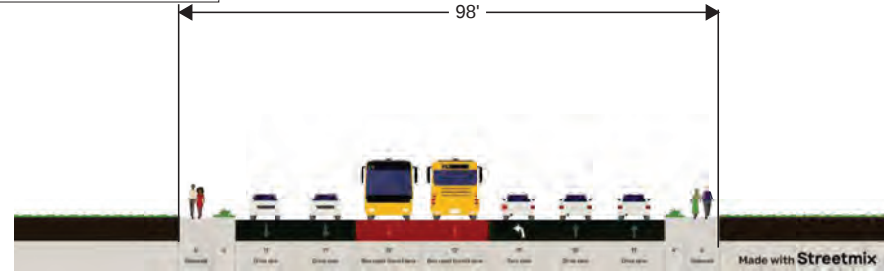
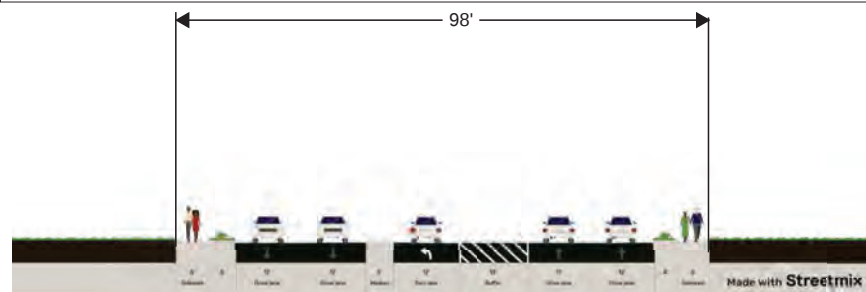


PROPOSED CROSS-SECTION



Triangle Town Center Selected Alignments

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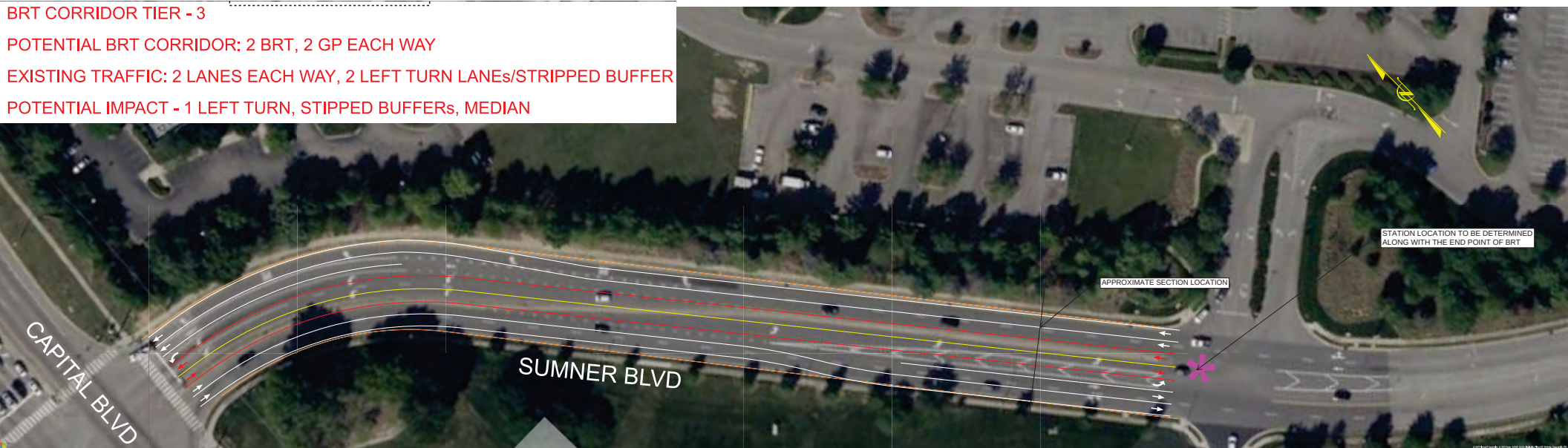


BRT CORRIDOR TIER - 3

POTENTIAL BRT CORRIDOR: 2 BRT, 2 GP EACH WAY

EXISTING TRAFFIC: 2 LANES EACH WAY, 2 LEFT TURN LANES/STRIPPED BUFFER

POTENTIAL IMPACT - 1 LEFT TURN, STRIPPED BUFFERs, MEDIAN



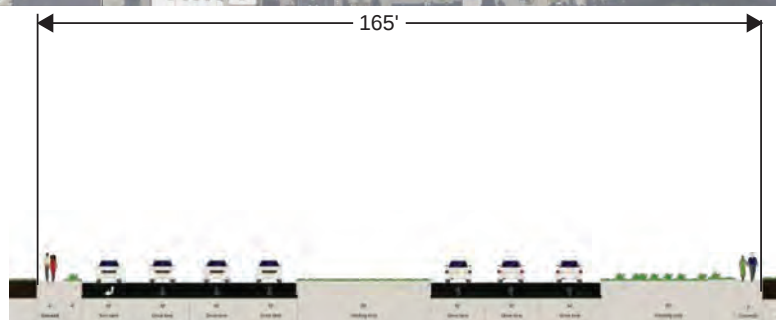
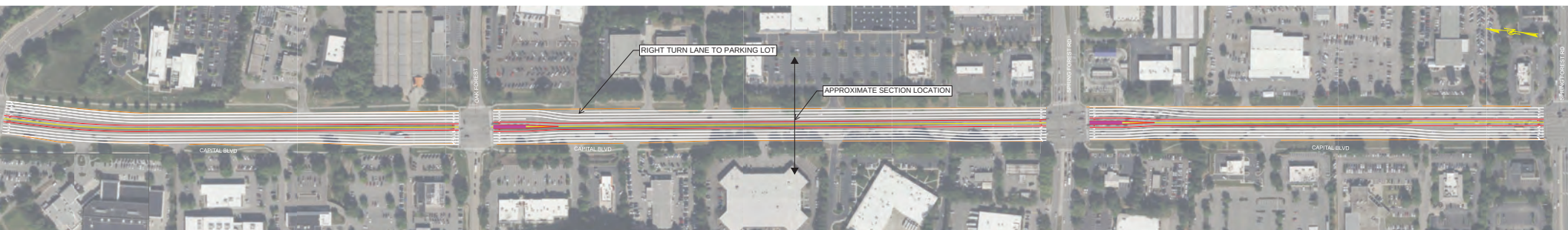
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BRT CORRIDOR TIER - 5

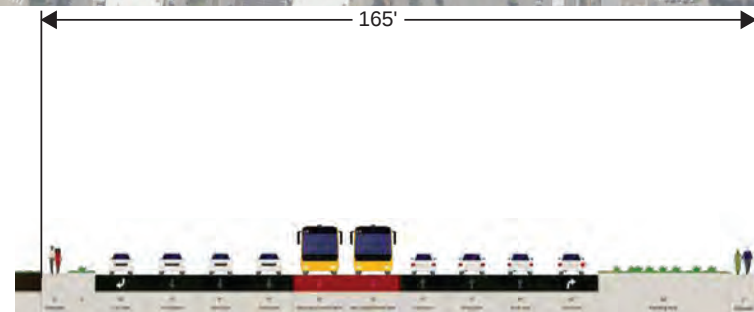
POTENTIAL BRT CORRIDOR: 2 BRT LANE, 3 THRU LANES EACH WAY,
1 LEFT TURN LANE EACH WAY, CENTER STATIONS AT INTERSECTIONS

EXISTING TRAFFIC: 3 LANES EACH WAY, LEFT TURN LANES, RIGHT ONLY LANE, CURB MEDIANS

POTENTIAL IMPACT - 1 LANE EACH WAY, RIGHT ONLY LANE, CURB MEDIANS



EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

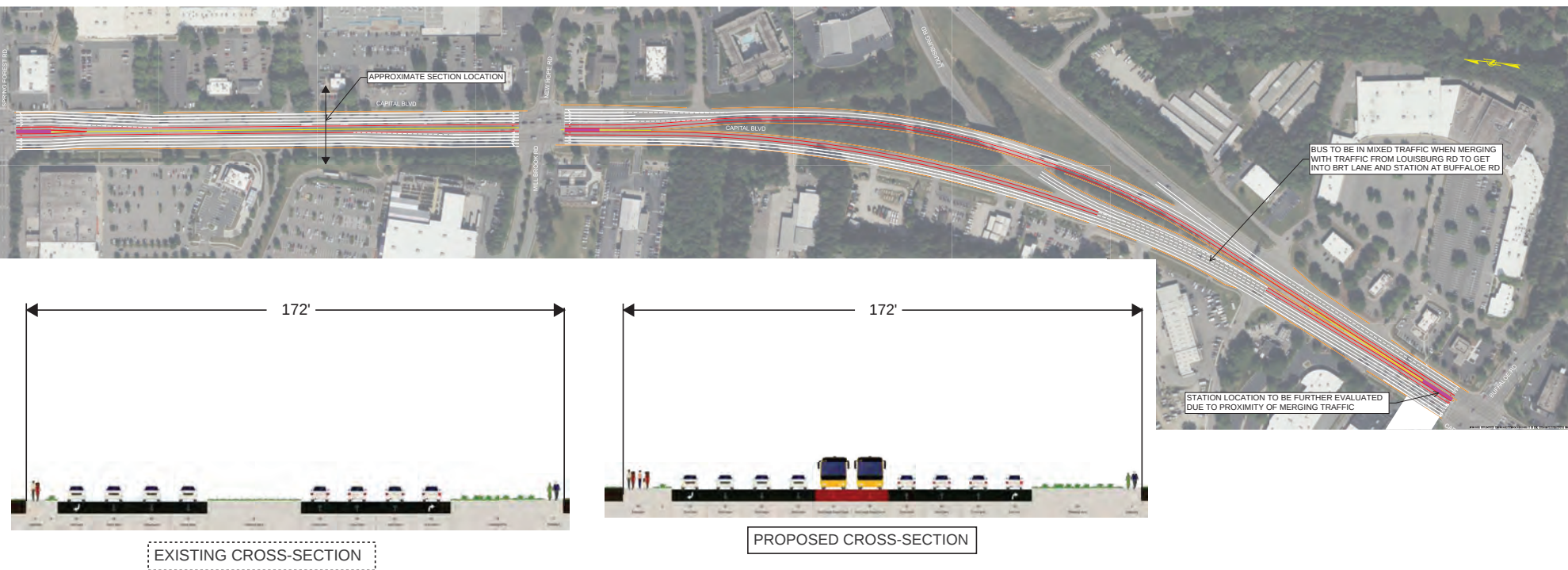
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BRT CORRIDOR TIER - 5

POTENTIAL BRT CORRIDOR: 2 BRT LANE, 3 THRU LANES EACH WAY,
1 LEFT TURN LANE EACH WAY, CENTER STATIONS AT INTERSECTIONS

EXISTING TRAFFIC: 3 LANES EACH WAY, LEFT TURN LANES, RIGHT ONLY LANE, CURB MEDIANS

POTENTIAL IMPACT - 1 LANE EACH WAY, RIGHT ONLY LANE, CURB MEDIANS



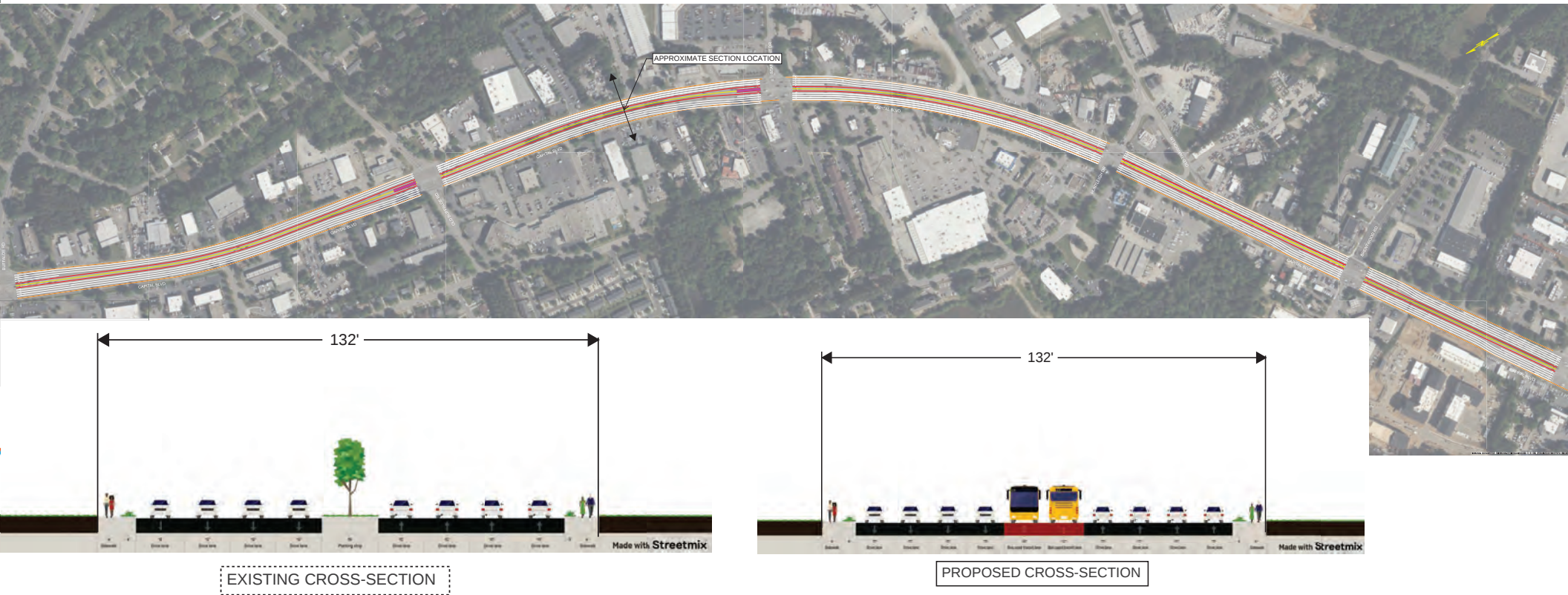
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BRT CORRIDOR TIER - 5

POTENTIAL BRT CORRIDOR: 2 BRT LANE, 3 THRU LANES EACH WAY,
1 LEFT TURN LANE EACH WAY, CENTER STATIONS AT INTERSECTIONS

EXISTING TRAFFIC: 3 LANES EACH WAY, LEFT TURN LANES, RIGHT ONLY LANE, CURB MEDIANS

POTENTIAL IMPACT - 1 LANE EACH WAY, RIGHT ONLY LANE, CURB MEDIANS



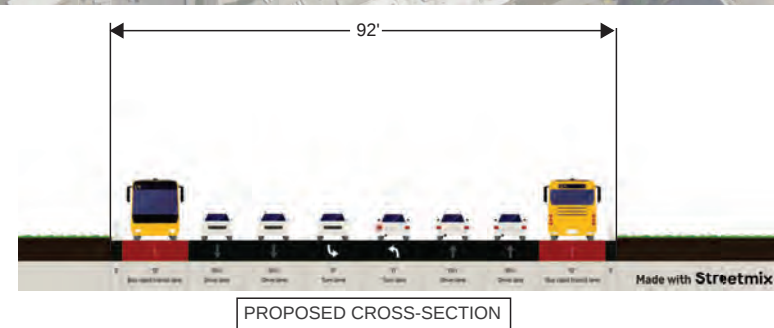
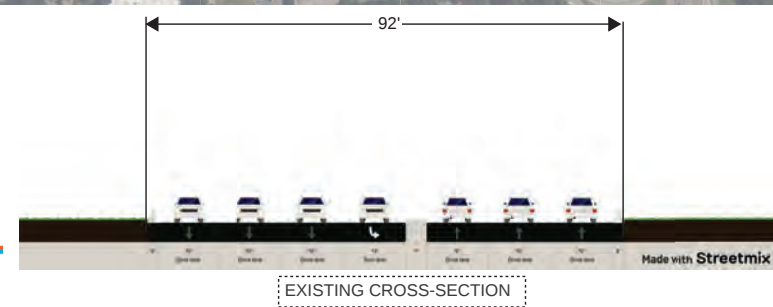
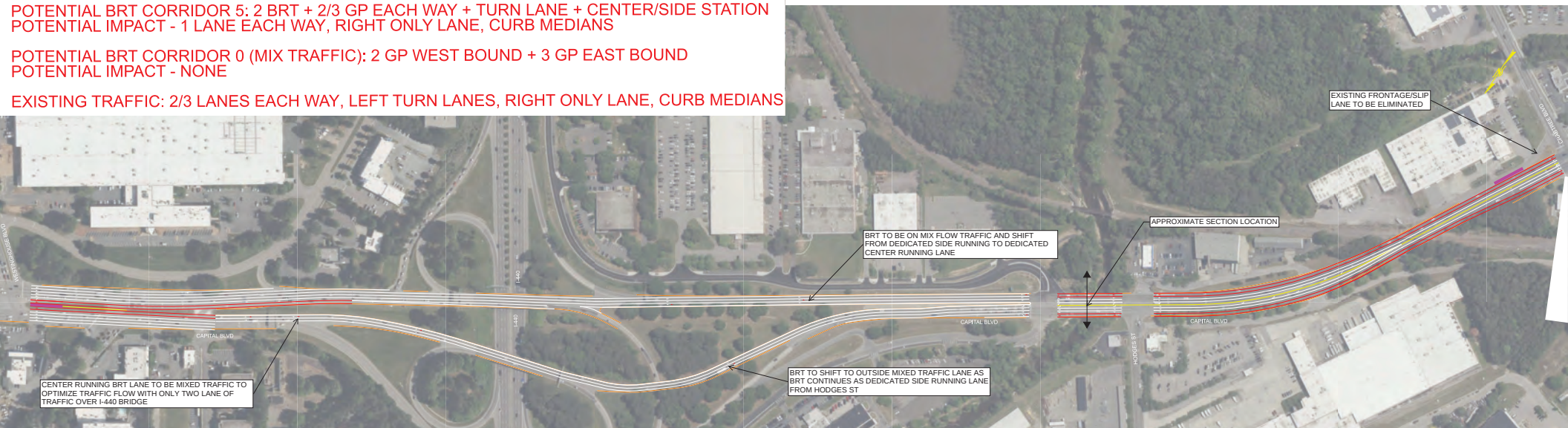
DISCLAIMER:
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BRT CORRIDOR TIER - 5 (EXCLUDING CAPITAL BLVD BETWEEN I-440 RAMP CONNECTIONS)

POTENTIAL BRT CORRIDOR 5: 2 BRT + 2/3 GP EACH WAY + TURN LANE + CENTER/SIDE STATION
POTENTIAL IMPACT - 1 LANE EACH WAY, RIGHT ONLY LANE, CURB MEDIANS

POTENTIAL BRT CORRIDOR 0 (MIX TRAFFIC): 2 GP WEST BOUND + 3 GP EAST BOUND
POTENTIAL IMPACT - NONE

EXISTING TRAFFIC: 2/3 LANES EACH WAY, LEFT TURN LANES, RIGHT ONLY LANE, CURB MEDIANS



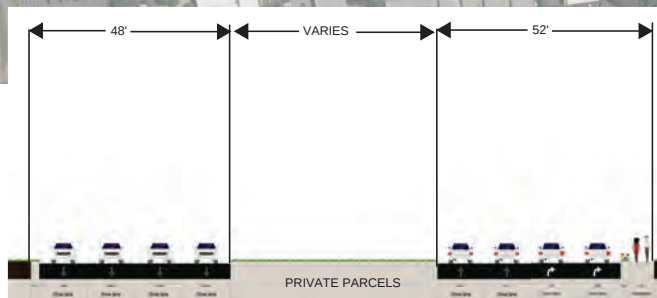
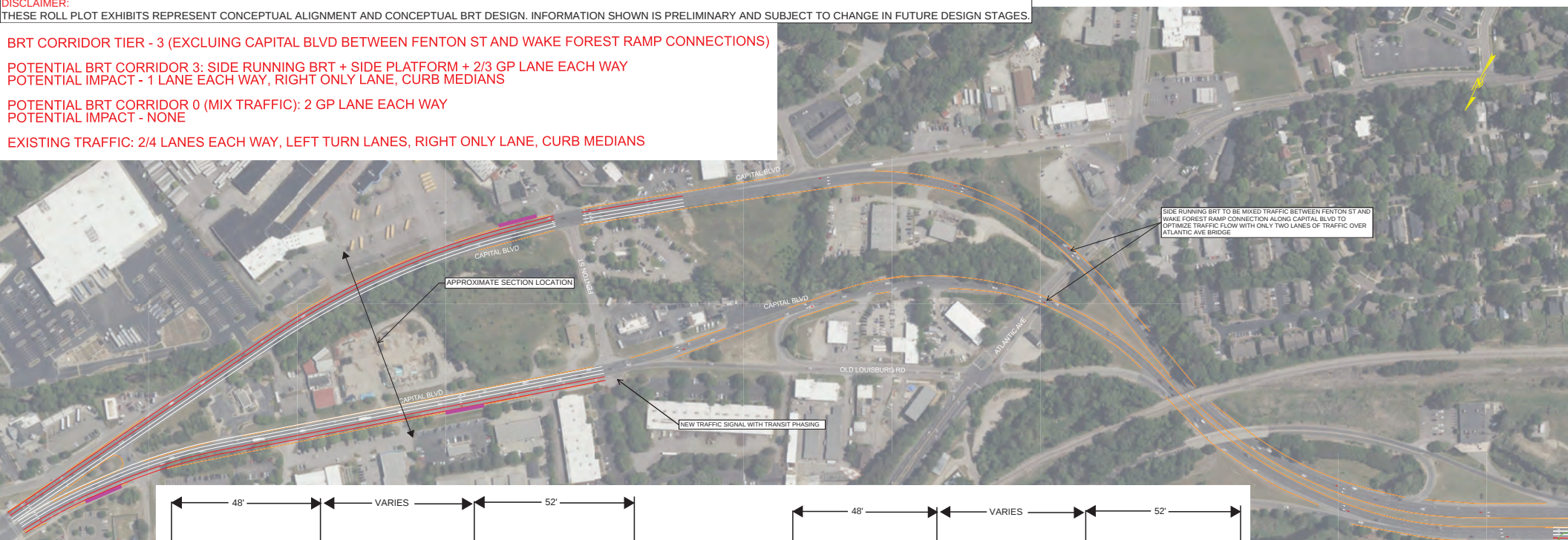
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BRT CORRIDOR TIER - 3 (EXCLUDING CAPITAL BLVD BETWEEN FENTON ST AND WAKE FOREST RAMP CONNECTIONS)

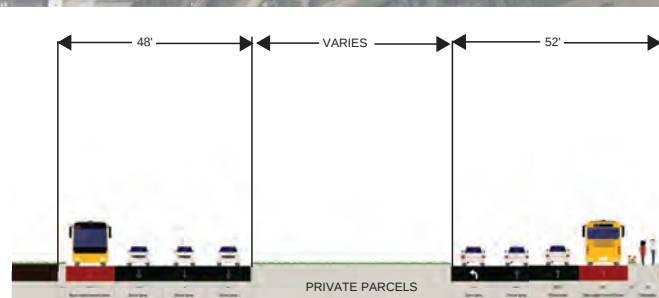
POTENTIAL BRT CORRIDOR 3: SIDE RUNNING BRT + SIDE PLATFORM + 2/3 GP LANE EACH WAY
POTENTIAL IMPACT - 1 LANE EACH WAY, RIGHT ONLY LANE, CURB MEDIANS

POTENTIAL BRT CORRIDOR 0 (MIX TRAFFIC): 2 GP LANE EACH WAY
POTENTIAL IMPACT - NONE

EXISTING TRAFFIC: 2/4 LANES EACH WAY, LEFT TURN LANES, RIGHT ONLY LANE, CURB MEDIANS

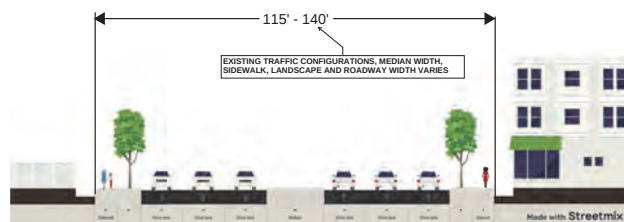


EXISTING CROSS-SECTION

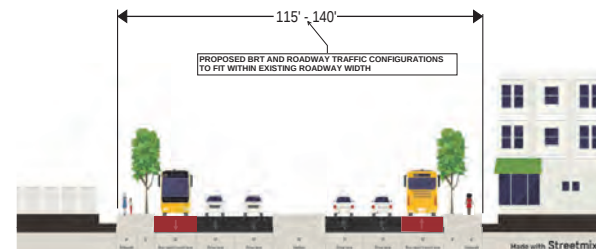


PROPOSED CROSS-SECTION

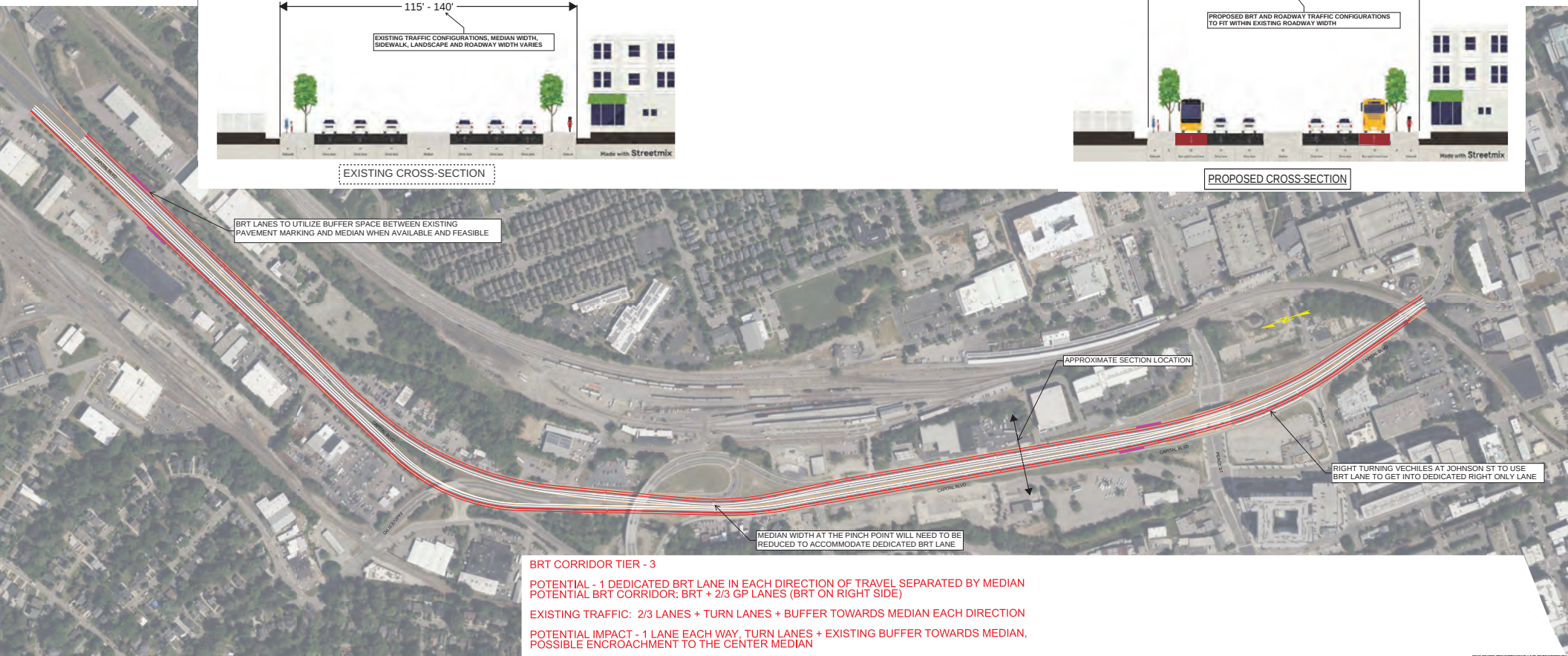
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EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



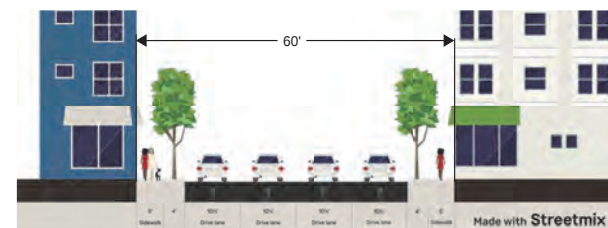
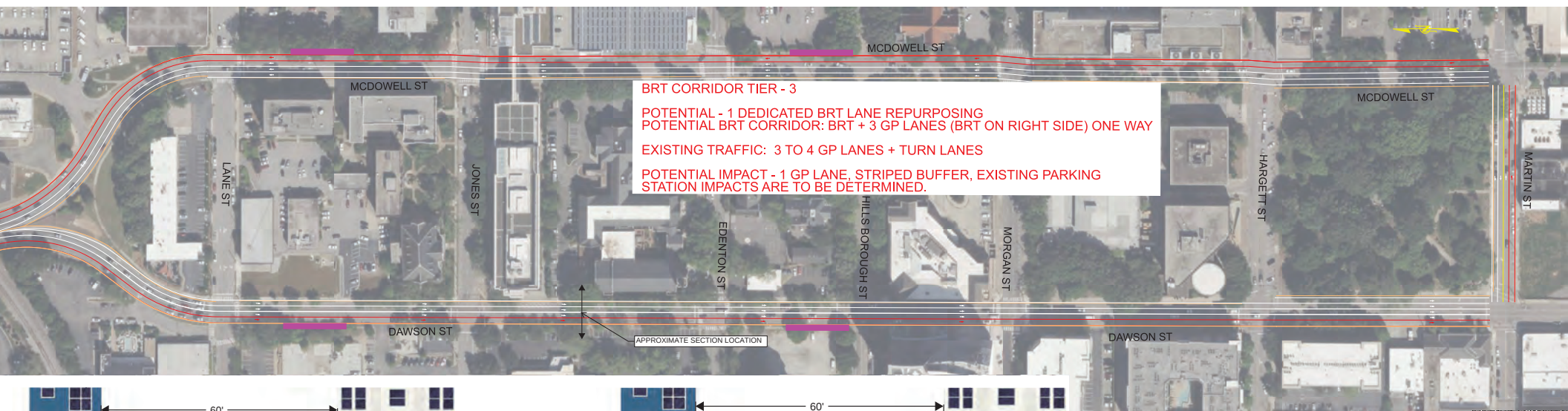
BRT CORRIDOR TIER - 3

POTENTIAL - 1 DEDICATED BRT LANE IN EACH DIRECTION OF TRAVEL SEPARATED BY MEDIAN
POTENTIAL BRT CORRIDOR: BRT + 2/3 GP LANES (BRT ON RIGHT SIDE)

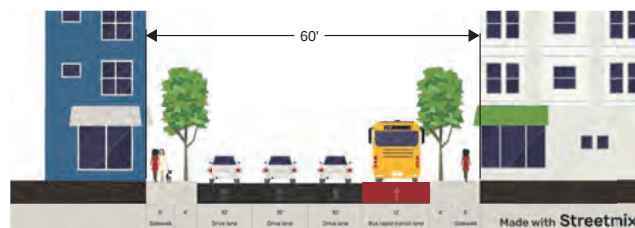
EXISTING TRAFFIC: 2/3 LANES + TURN LANES + BUFFER TOWARDS MEDIAN EACH DIRECTION

POTENTIAL IMPACT - 1 LANE EACH WAY, TURN LANES + EXISTING BUFFER TOWARDS MEDIAN,
POSSIBLE ENCROACHMENT TO THE CENTER MEDIAN

DISCLAIMER:
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EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION