

Atlantic Avenue

Length: 0.89 Miles

Traffic Volume: 24,000 vpd

Estimated Cost: \$6,591,080

Scope

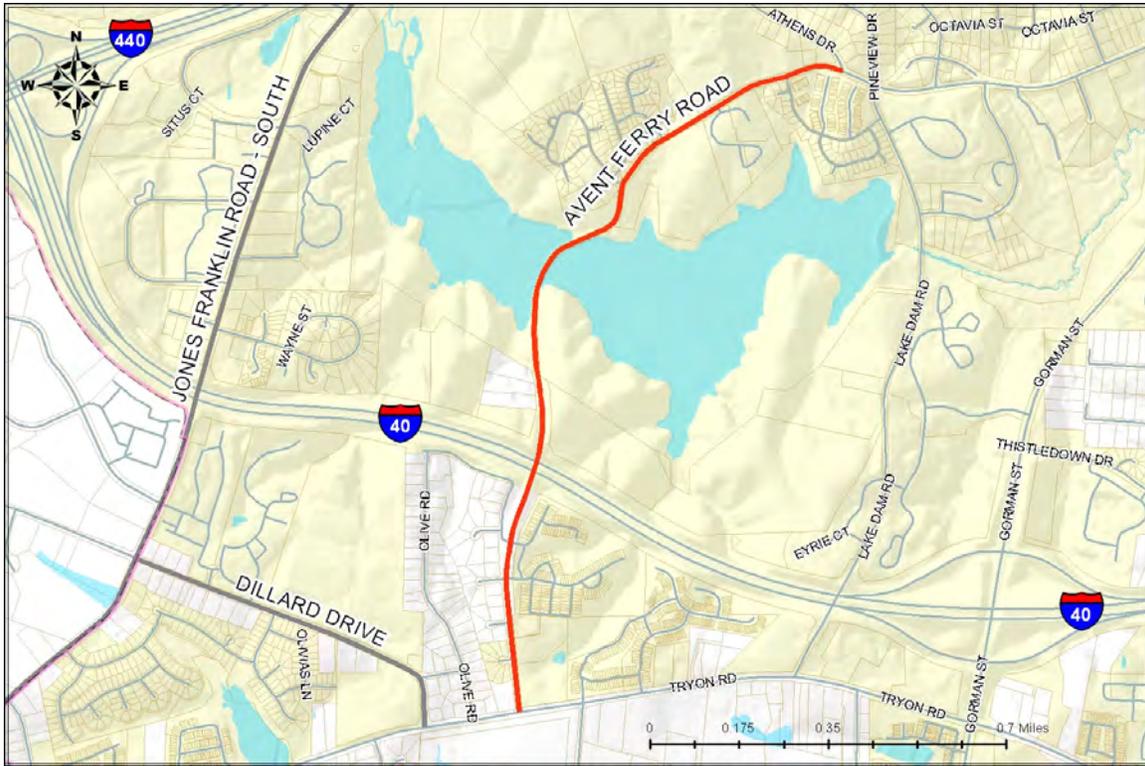
Widen to a four-lane median-divided section from Highwoods Boulevard to New Hope Church Road

Bicycle Plan Recommendations

Bicycle Lanes- New Construction

Community Context and Major Issues

The existing street is a four-lane undivided roadway with sidewalk on the east side. The existing intersection at Ingram Street has been a high-crash location historically, made difficult by rolling topography. Widening this portion of Atlantic Avenue will allow for the installation of a landscaped median, turn lanes, and sidewalk on the west side. The east side of this portion of Atlantic Avenue is predominantly single-family residential, and any widening would likely occur on the west side of the street.



Avent Ferry Road

Length: 1.65 Miles

Traffic Volume: 8,000 vpd

Estimated Cost: \$10,989,648

Scope

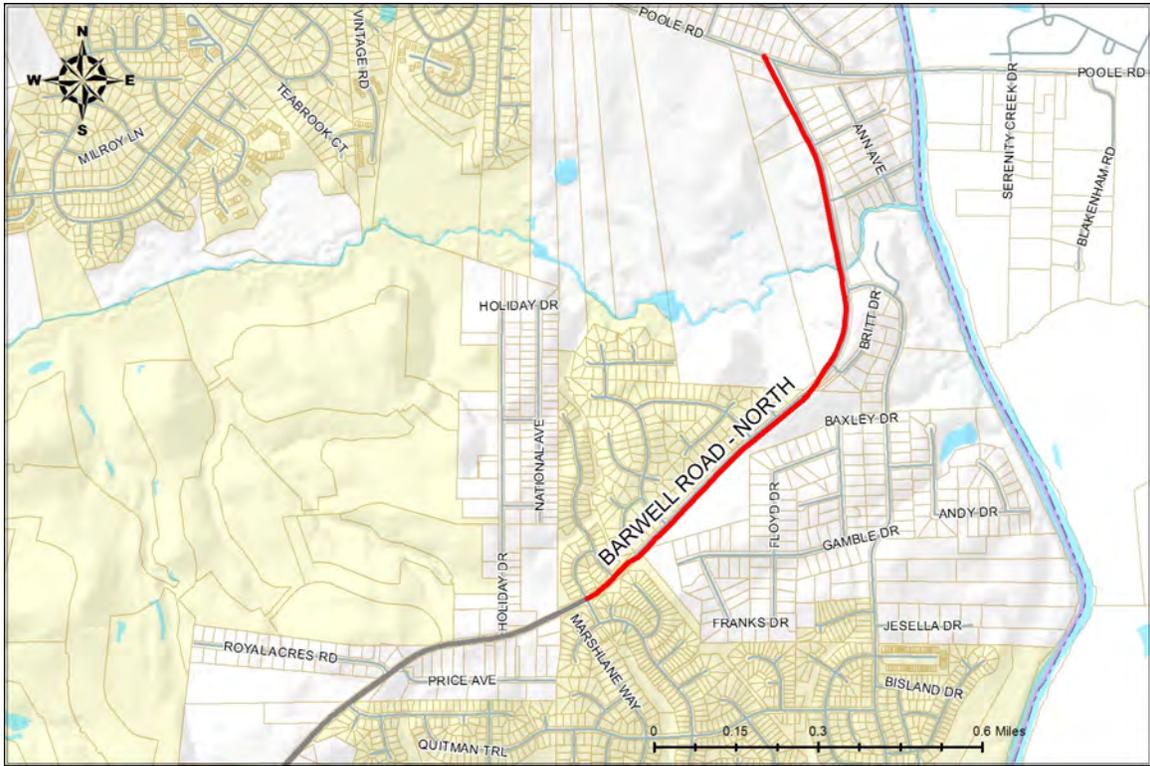
Widen to a three-lane section from Tryon Road to Athens Drive

Bicycle Plan Recommendations

Bicycle Lanes - New Construction and/or Restriping

Community Context and Major Issues

This portion of Avent Ferry Road is heavily residential and anchored by the City’s Lake Johnson Park, which is a heavy bicycle and pedestrian generator. A separate project is currently underway to retrofit the existing bridge over I-40 for pedestrian accessibility. NCDOT also has a separate project slated to replace the existing bridge and improve the causeway at Lake Johnson. This project would fill in all of the gaps created by previous development and provide a more uniform street section.



Barwell Road - North

Length: 1.21 Miles

Traffic Volume: 11,000 vpd

Estimated Cost: \$11,655,702

Scope

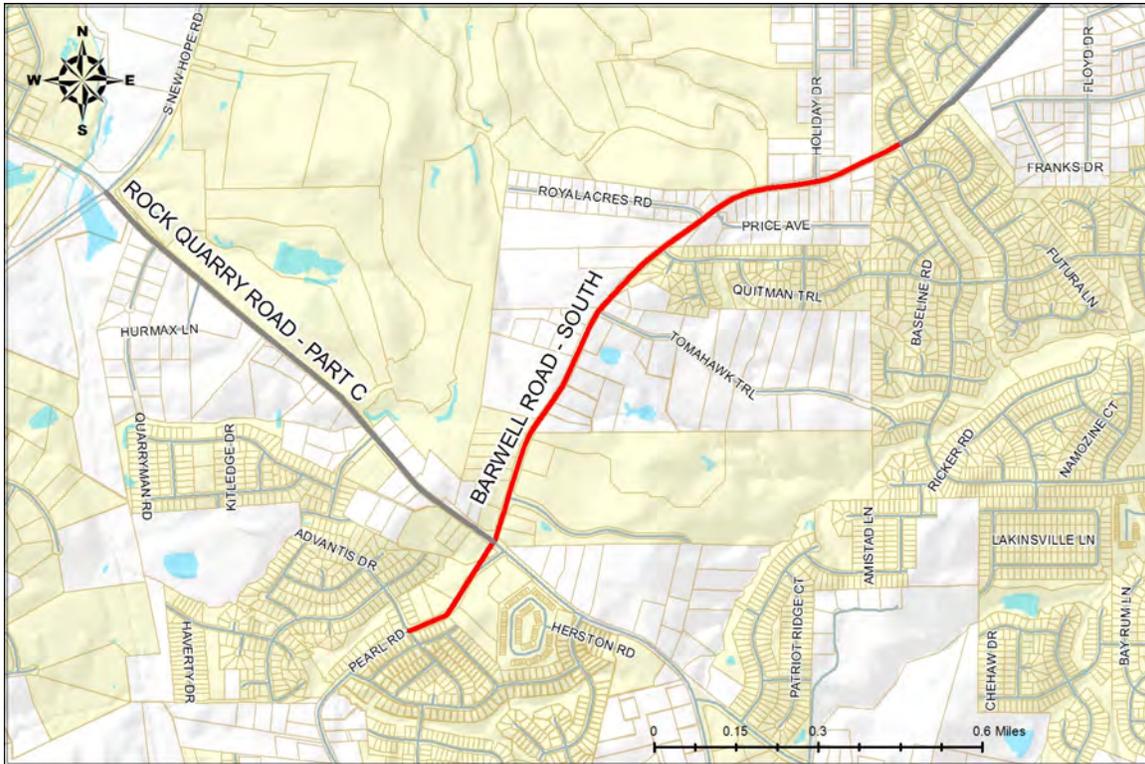
Widen to a three-lane section from Berkeley Lake Road to Poole Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This area along Barwell Road is almost exclusively residential. There is a bridge across Walnut Creek that will require widening to integrate bicycle and pedestrian infrastructure. This project will connect with planned greenway improvements along Walnut Creek. This project will connect to improvements planned with the Poole Road project and will facilitate access to the Barwell Road Elementary School and Community Center complex via the proposed Barwell Road South project.



Barwell Road South

Length: 1.34 Miles

Traffic Volume: 11,000 vpd

Estimated Cost: \$10,615,331

Scope

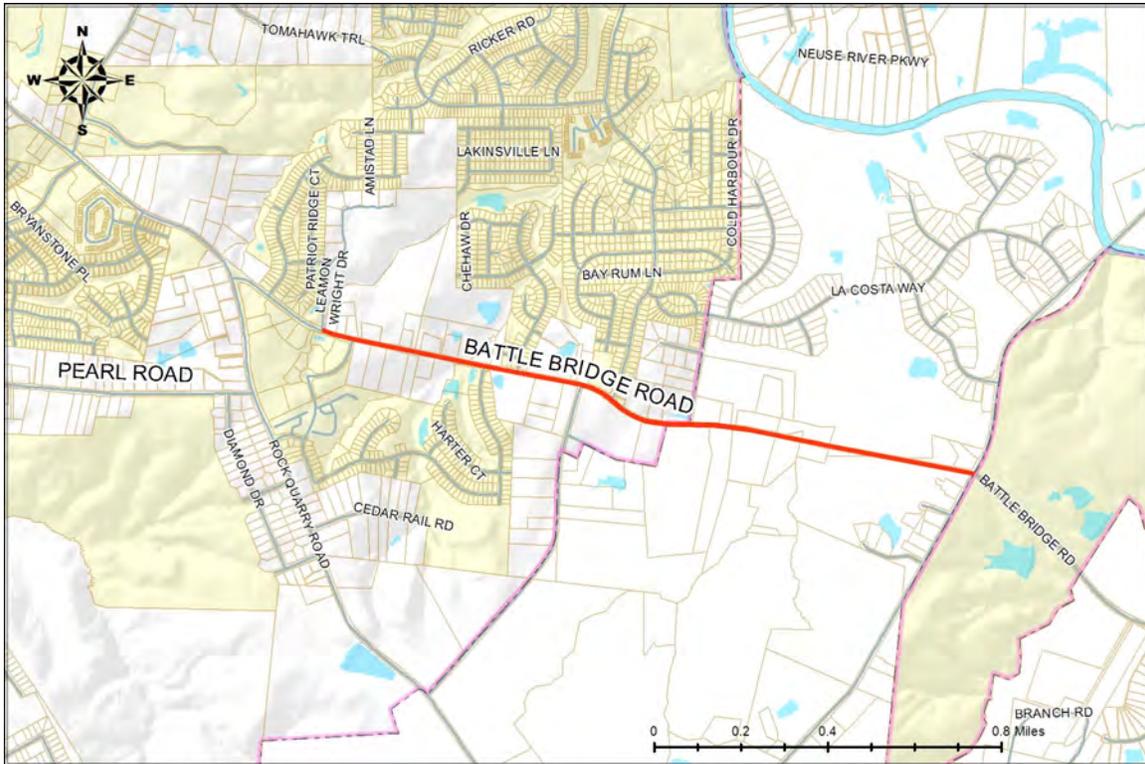
Widen to a three-lane section from Rock Quarry Road to Berkeley Lake Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This area along Barwell Road is almost exclusively residential and includes the Barwell Road Elementary School and Community Center complex. These improvements will help improve pedestrian accessibility from the surrounding residential uses to the school/park complex. This project would also include the realignment of the intersection at Pearl Road and connects to the improvements planned with the Rock Quarry B and C projects.



Battle Bridge Road

Length: 1.79 Miles

Traffic Volume: 5,400 vpd

Estimated Cost: \$11,689,853

Scope

Widen to a three-lane section from Rock Quarry Road to Auburn-Knightdale Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

Battle Bridge Road serves a predominantly residential area that has experienced significant residential growth in recent years, along with some new commercial development located near Rock Quarry Road. These improvements will facilitate access for the neighborhoods and improve conditions for walking and cycling.



Beckom Drive

Length: 0.83 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$8,385,972

Scope

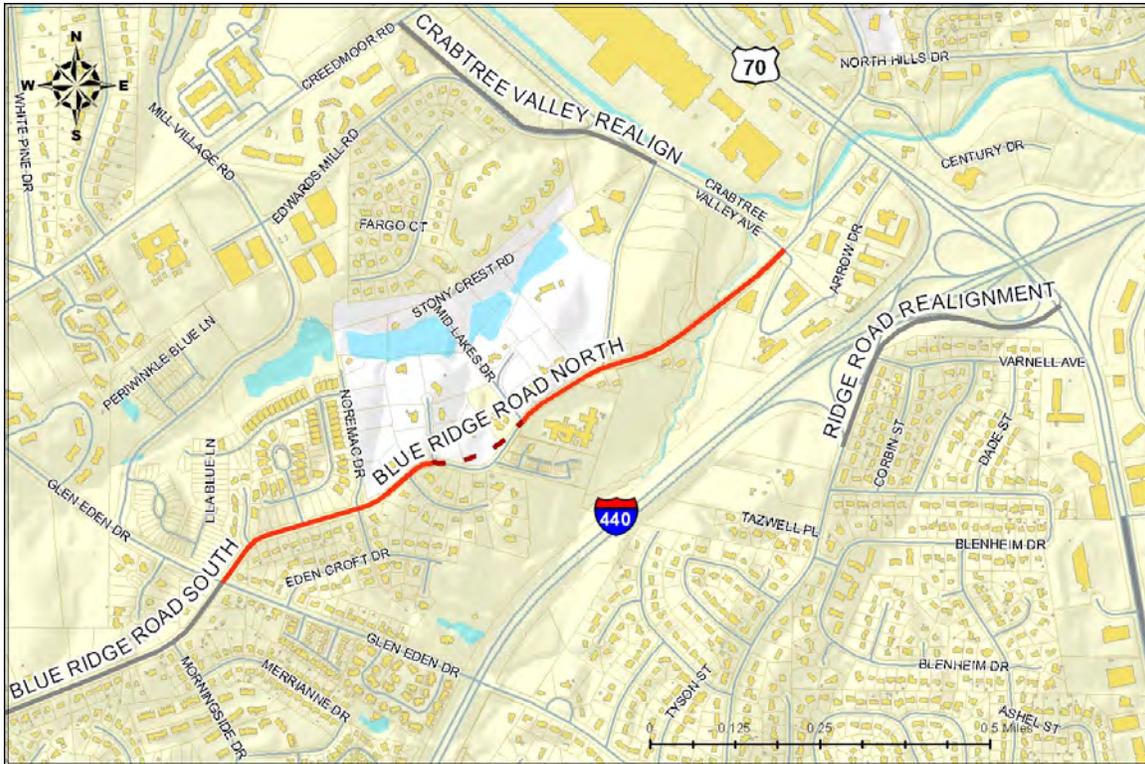
Construct a new three-lane street from Spring Forest Road Extension to Perry Creek Road

Bicycle Plan Recommendations

None

Community Context and Major Issues

The proposed Beckom Drive project is one of two planned crossings of the I-540 corridor that connect into the 5401 development and parallel to the US 401 corridor. A portion of this linkage would be constructed as part of the 5401 development.



Blue Ridge Road North

Length: 0.99 Miles

Traffic Volume: 10,000 vpd

Estimated Cost: \$7,122,304

Scope

Widen to a three-lane section Glen Eden Drive to Crabtree Valley Avenue

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This portion of Blue Ridge Road serves primarily residential development and feeds into the commercial uses in Crabtree Valley. The project connects to the House Creek Greenway and facilitates a critical link to the Crabtree Creek Greenway. Glen Eden Pilot Park is also located directly adjacent to this project. A portion of the street must be realigned due to a sharp curve located between Camley Avenue and Holly Lane. Improvements will be made to a portion of this project as part of the proposed Crabtree Village development project, which will reduce the construction requirements for this project. Transit for this corridor is currently provided by CAT Route #16.



Blue Ridge Road South

Length: 0.98 Miles

Traffic Volume: 8,300 vpd

Estimated Cost: \$3,982,722

Scope

Widen to a three-lane section from Duraleigh Road to Glen Eden Drive.

Bicycle Plan Recommendations

Bicycle Lanes - New Construction/Restriping

Community Context and Major Issues

This project is adjacent to the Rex Hospital complex on the southern end and also serves a mix of medical office, churches, multifamily, and single family development. It is anticipated that south of Carovel Court, the existing street would be restriped within the existing section. North of Carovel Court, the street would be widened to create a three-lane section with bike lanes and sidewalks on both sides. Transit for this corridor is currently provided by CAT Route #16.



Buck Jones Road

Length: 1.03 Miles

Traffic Volume: 9,500 vpd

Estimated Cost: \$9,023,099

Scope

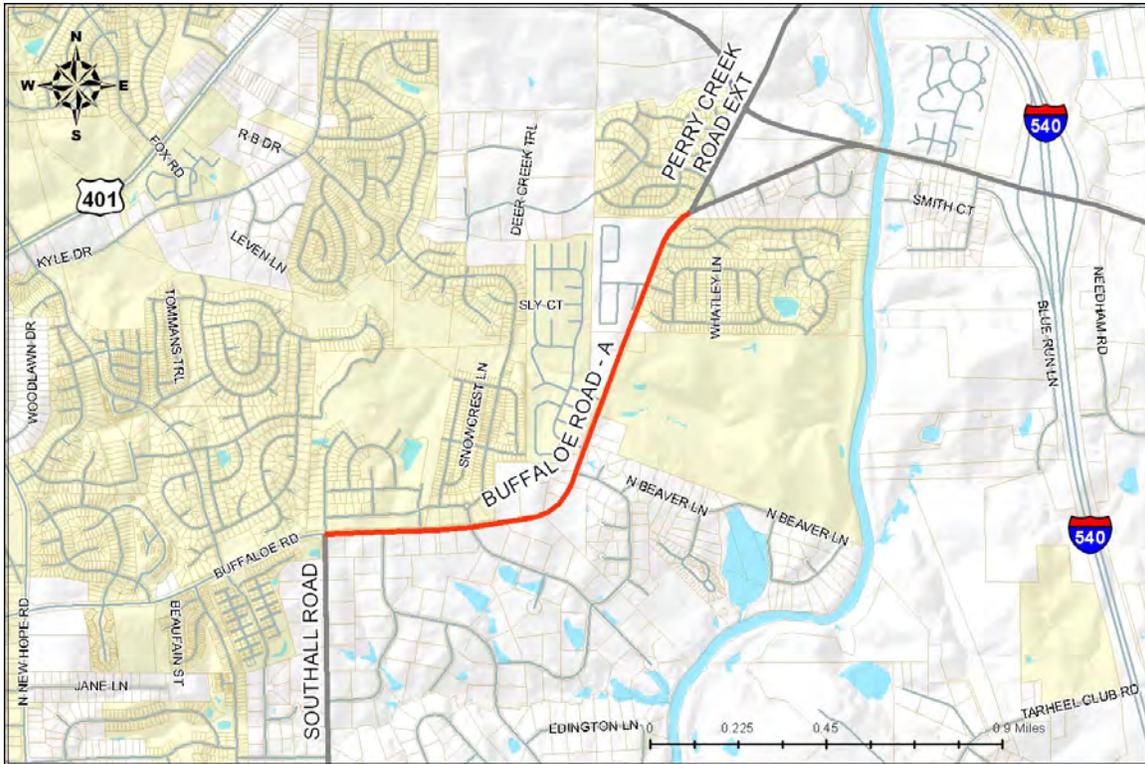
Widen to a three-lane section from Farmgate Road to Xebec Way

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This area includes a mix of single family and multi-family residential uses. The street is served by CAT Routes #6 and #11L, and by Triangle Transit Route #301. Design and community involvement for this project is largely complete.



Buffaloe Road - A

Length: 1.43 Miles

Traffic Volume: 10,000 vpd

Estimated Cost: \$13,414,439

Scope

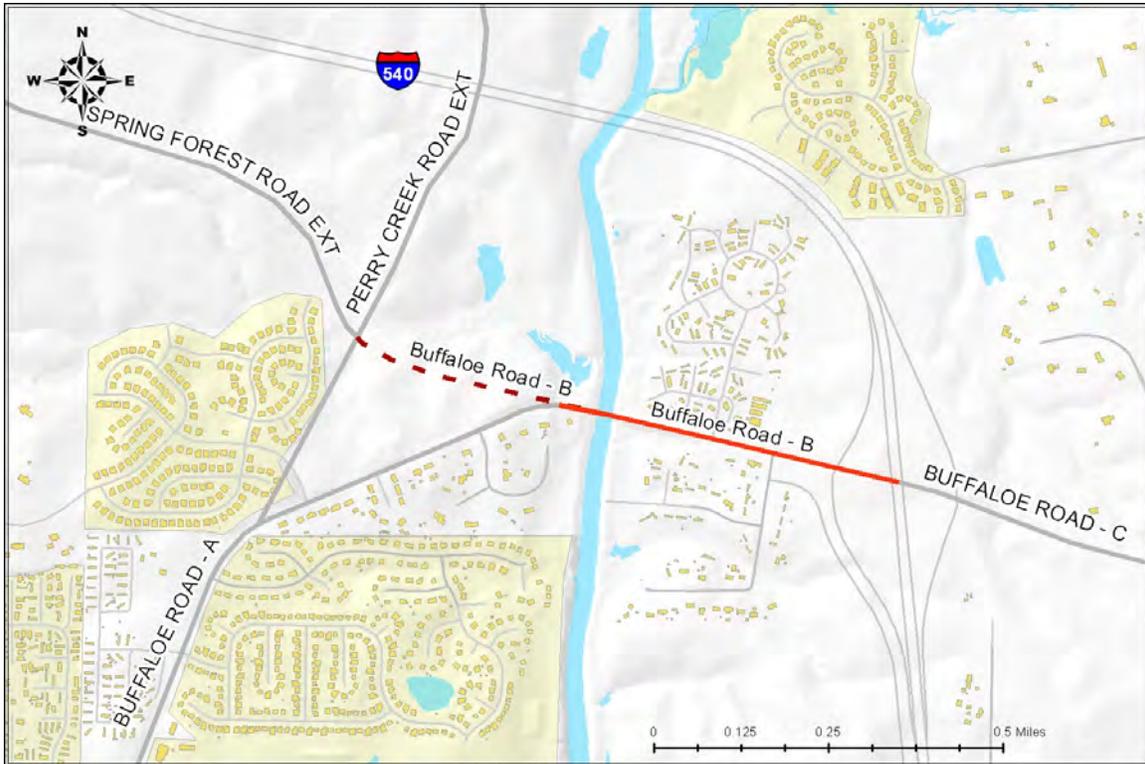
Widen to a four-lane median-divided section from Southall Road to Perry Creek Extension

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project would extend previous improvements to the Buffalo Road corridor west of Southall Road and connect to the proposed extensions of Perry Creek Road and Spring Forest Road. Much of the area is exclusively residential, and the Buffalo Road Park and Aquatic Center are located within the project limits. Commercial and retail development is proposed for the property in the vicinity of the Perry Creek Road and Spring Forest Road extensions.



Buffalo Road - B

Length: 0.89 Miles

Traffic Volume: 10,000 vpd

Estimated Cost: \$18,335,317

Scope

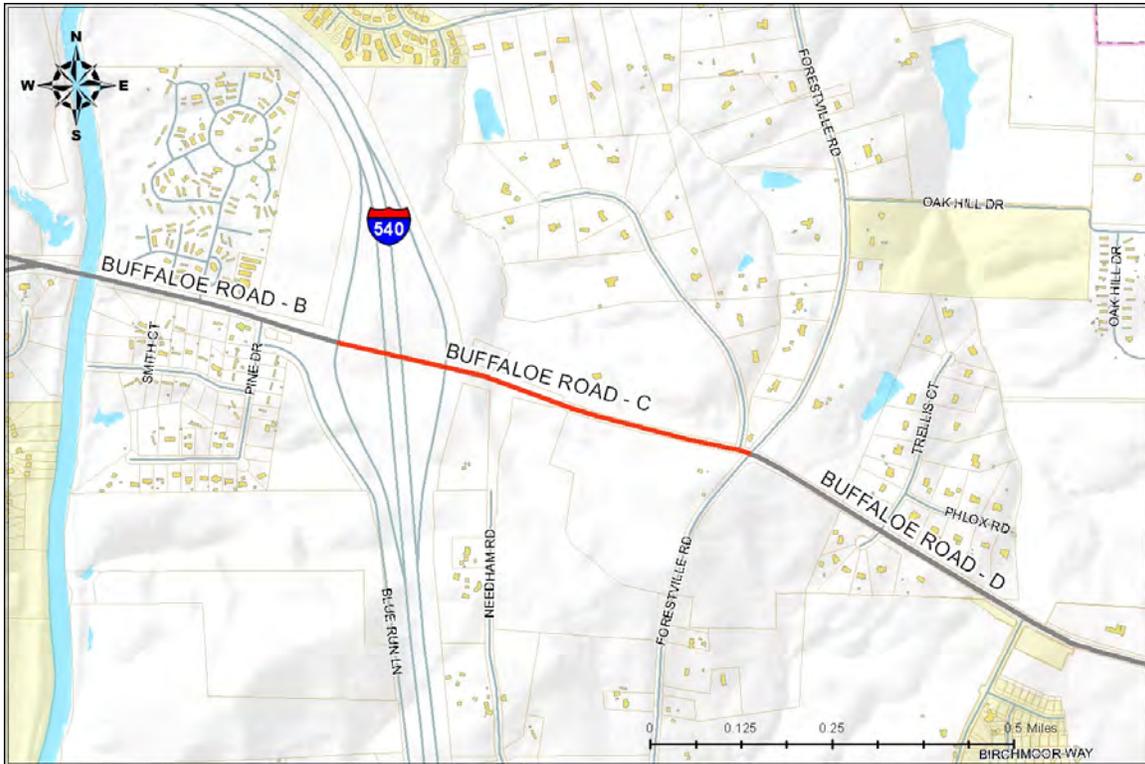
Widen to a four-lane median-divided section from Perry Creek Extension to I-540

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project dovetails with other planned improvements in the vicinity of the proposed extensions of Perry Creek Road and Spring Forest Road. Much of the area is exclusively residential, with commercial and retail development proposed for the property in the vicinity of the Perry Creek Road and Spring Forest Road extensions. The project crosses the Neuse River and would require second bridge to be constructed parallel to the existing bridge.



Buffaloe Road - C

Length: 0.58 Miles

Traffic Volume: 12,000 vpd

Estimated Cost: \$11,665,920

Scope

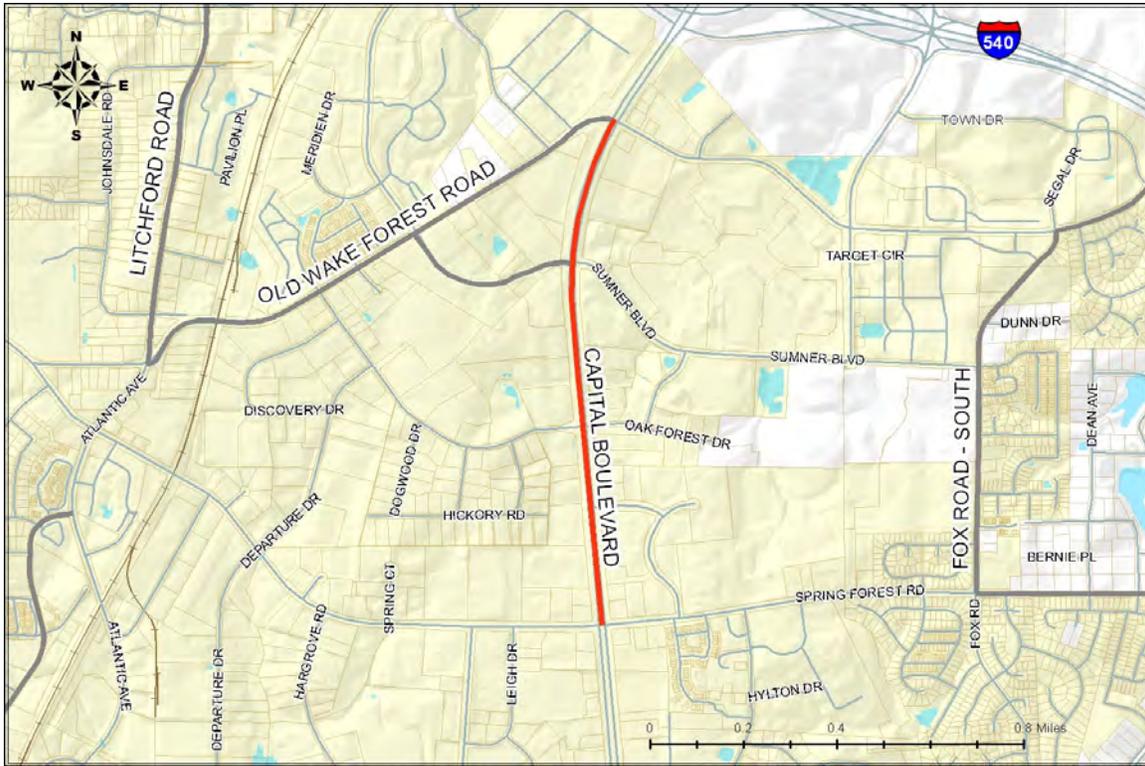
Widen to a four-lane median-divided section from I-540 to Forestville Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This portion of Buffalo Road provides a significant link for existing residential uses and proposed commercial development in the Forestville Road area. This area has limited accessibility due to the I-540 corridor and the Neuse River and experiences high peak-hour congestion. A second bridge across I-540 would be required to add capacity through the interchange. An alternative project scope may include the construction of three roundabouts in lieu of widening the road to increase capacity and improve travel flow.



Capital Boulevard

Length: 1.09 Miles

Traffic Volume: 75,000 vpd

Estimated Cost: \$10,437,465

Scope

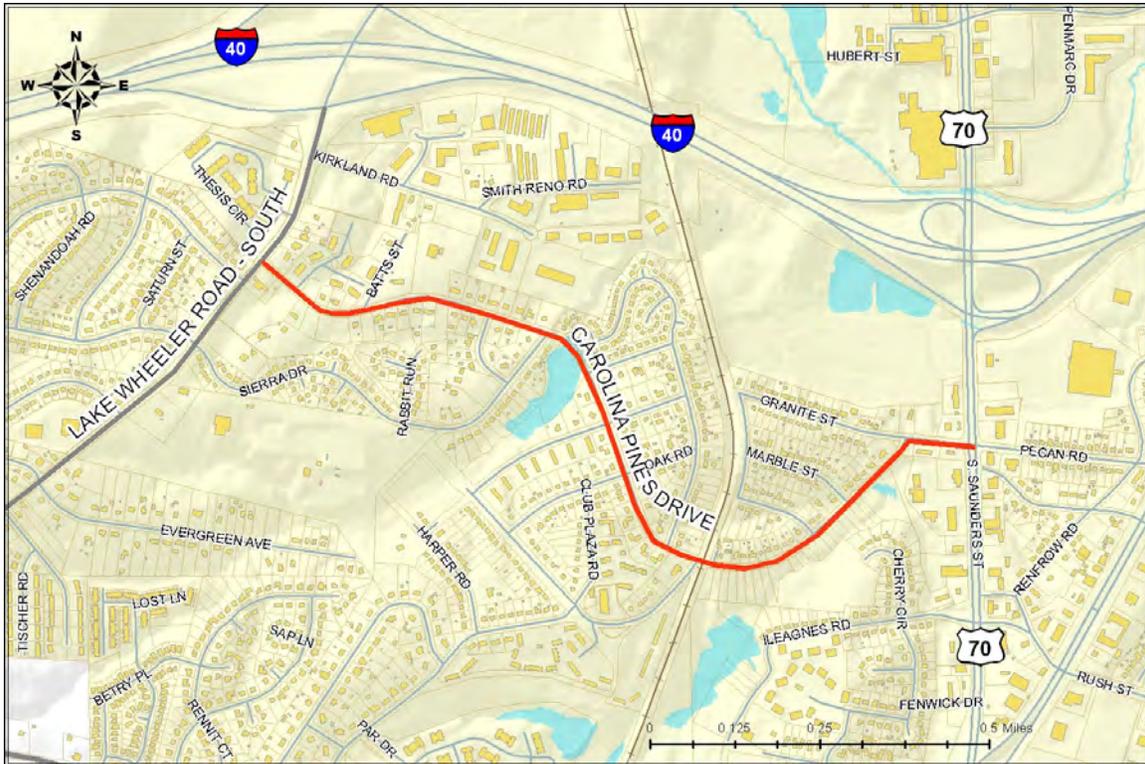
Install sidewalks and transit improvements from Spring Forest Road to Old Wake Forest Road

Bicycle Plan Recommendations

Bicycle Lanes - Restriping: Wide Outside Lanes

Community Context and Major Issues

This portion of Capital Boulevard is the last remaining portion of the corridor lacking any sidewalk or bus stop amenities. It is currently served by CAT Route #1 and is identified as a priority transit corridor in the City's 2040 long-range bus plan. Land uses within the corridor include predominantly retail and service-oriented businesses, along with a number of auto dealerships. This project is currently being evaluated for six lane and eight-lane alternatives.



Carolina Pines Avenue

Length: 1.36 Miles

Traffic Volume: 3,300 vpd

Estimated Cost: \$4,566,078

Scope

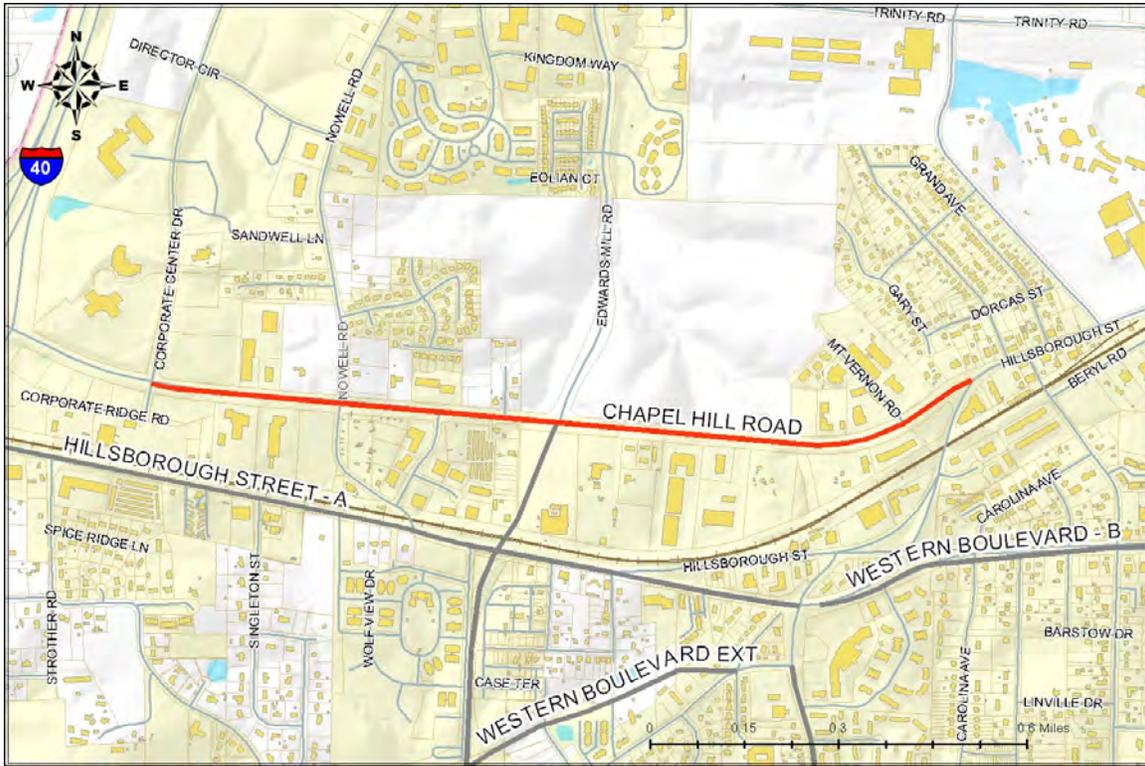
Install curb and gutter, sidewalks, and bike lane improvements from Lake Wheeler Road to South Saunders Street

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project serves a mix of single family and multi-family residential uses. This area is also served by CAT Route #7L. The project would provide connections to nearby Carolina Pines Park and would dovetail with the proposed pedestrian improvements along Lake Wheeler Road.



Chapel Hill Road

Length: 1.33 Miles

Traffic Volume: 11,000 vpd

Estimated Cost: \$9,003,129

Scope

Widen to a four-lane median-divided section from Corporate Center Drive to Hillsborough Street

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project currently serves low-density commercial and industrial uses. However there are two light rail transit stations proposed at either end of the proposed project limits. It is anticipated that higher-intensity transit-oriented developments would occur in the areas surrounding those two stations.



Crabtree Valley Realignment

Length: 0.44 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$8,702,243

Scope

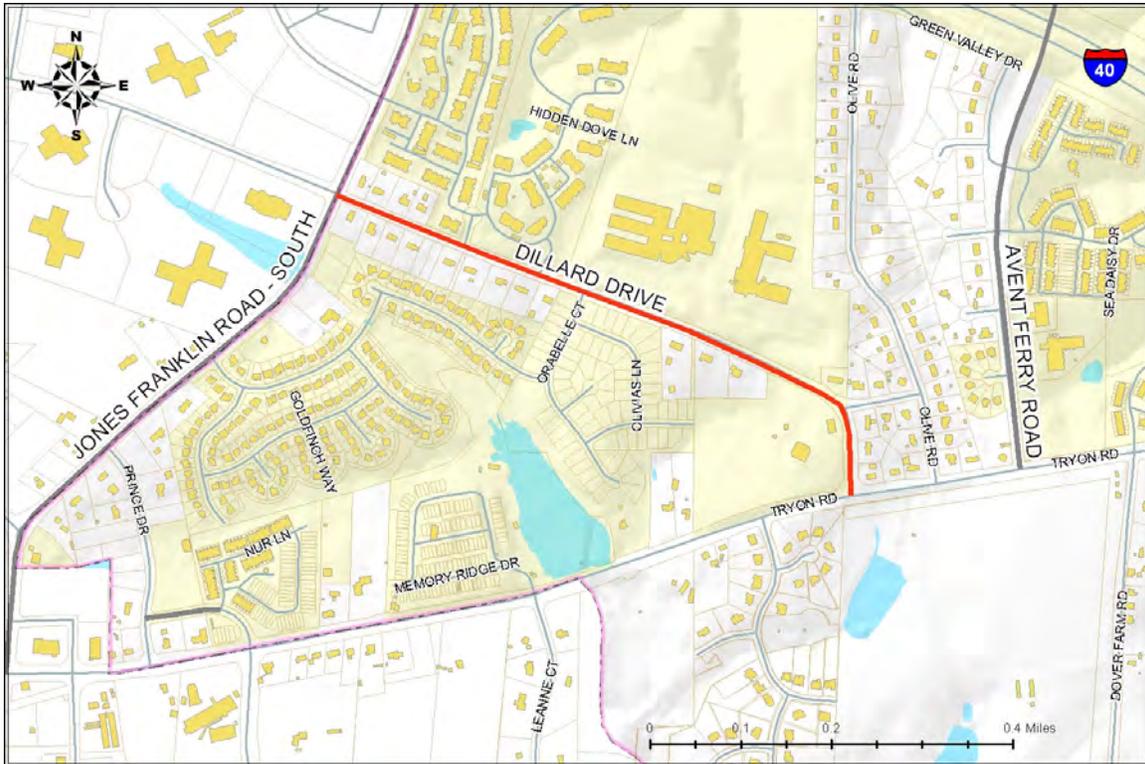
Realign and widen as a four-lane median-divided section from Creedmoor Road to Homewood Banks Drive

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project would realign the existing Crabtree Valley Avenue and supersede the existing Edwards Mill Road alignment adjacent to the former Kidds Hill Plaza, which is now proposed for redevelopment. Portions of the right of way have been dedicated as part of the new redevelopment, however there may be some private property impacts associated with the vertical alignment of the road and requisite road connections. The Crabtree Valley Transportation Plan also calls for the Crabtree Valley CAT hub to be located adjacent to this project. This hub currently supports CAT Routes #4, #6, #16, and #23L.



Dillard Drive

Length: 0.7 Miles

Traffic Volume: 9,400 vpd

Estimated Cost: \$2,836,068

Scope

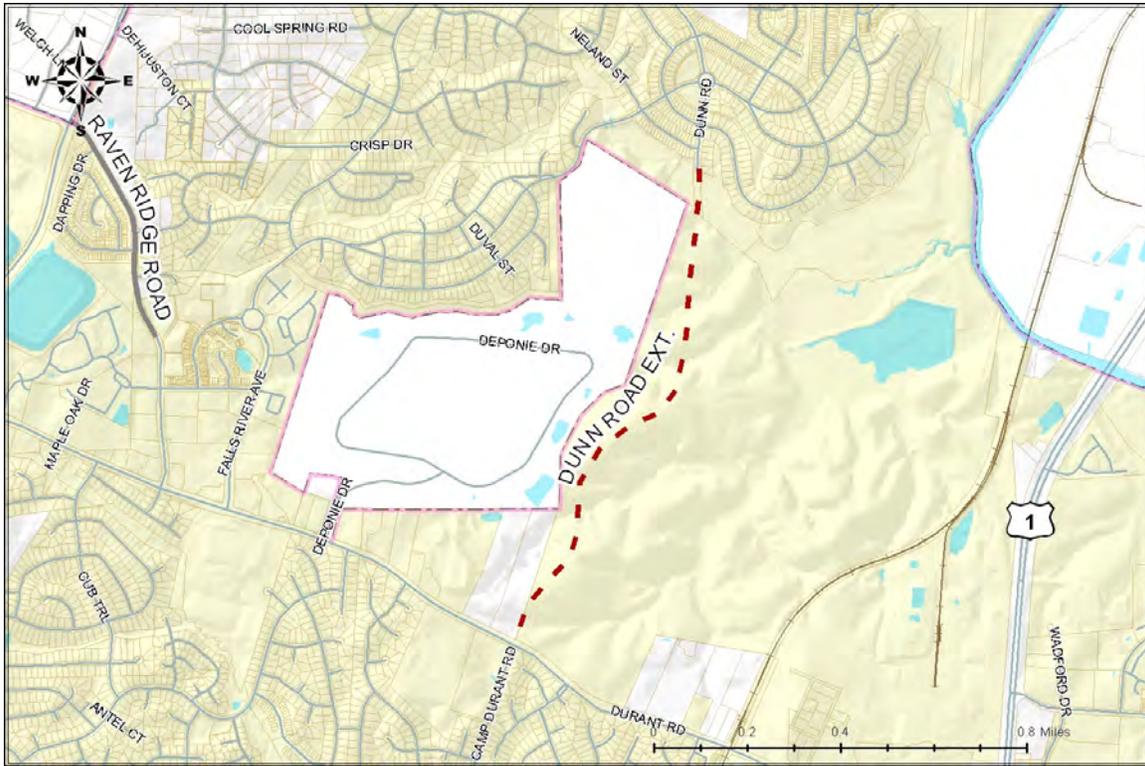
Widen to a three-lane section from Jones Franklin Road to Tryon Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project serves the Dillard Drive elementary and middle school campuses. Surrounding development includes a mix of single family, multi-family, and church uses. Completion of this project would provide significant sidewalk continuity with existing pedestrian infrastructure along Tryon Road and proposed sidewalks along Jones Franklin Road.



Dunn Road Ext

Length: 1.16 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$15,300,187

Scope

Construct a two-lane section on new location from existing Dunn Road to Durant Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project traverses a single property owner (Covidien), whose property is zoned for industrial use. The proposed street extension would follow the far western edge of the Covidien property to create a connection to Durant Road and provide access from Falls River to the new schools and parks planned for this area. A portion of the project will be constructed adjacent to Durant Road as part of the proposed Abbot's Creek Elementary School project.



Ebenezer Church Road - North

Length: 1.18 Miles

Traffic Volume: 9,400 vpd

Estimated Cost: \$5,312,293

Scope

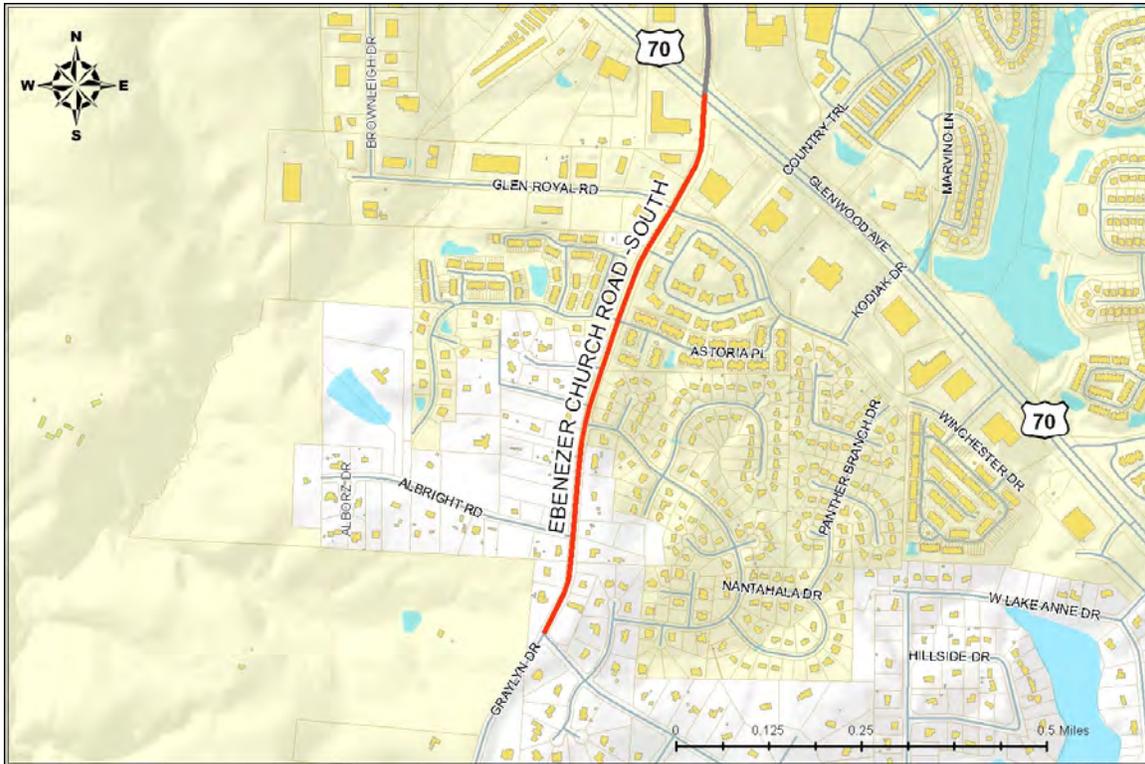
Widen to a three-lane section from Westgate Road to Glenwood Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This area includes a substantial mix of single family, multi-family, and commercial land uses. This project is strategically important with respect to providing community connections to Umstead Park and to planned bike and pedestrian infrastructure along Glenwood Avenue as part of NCDOT’s TIP Project U-2823.



Ebenezer Church Road - South

Length: 0.77 Miles

Traffic Volume: 8,900 vpd

Estimated Cost: \$5,699,837

Scope

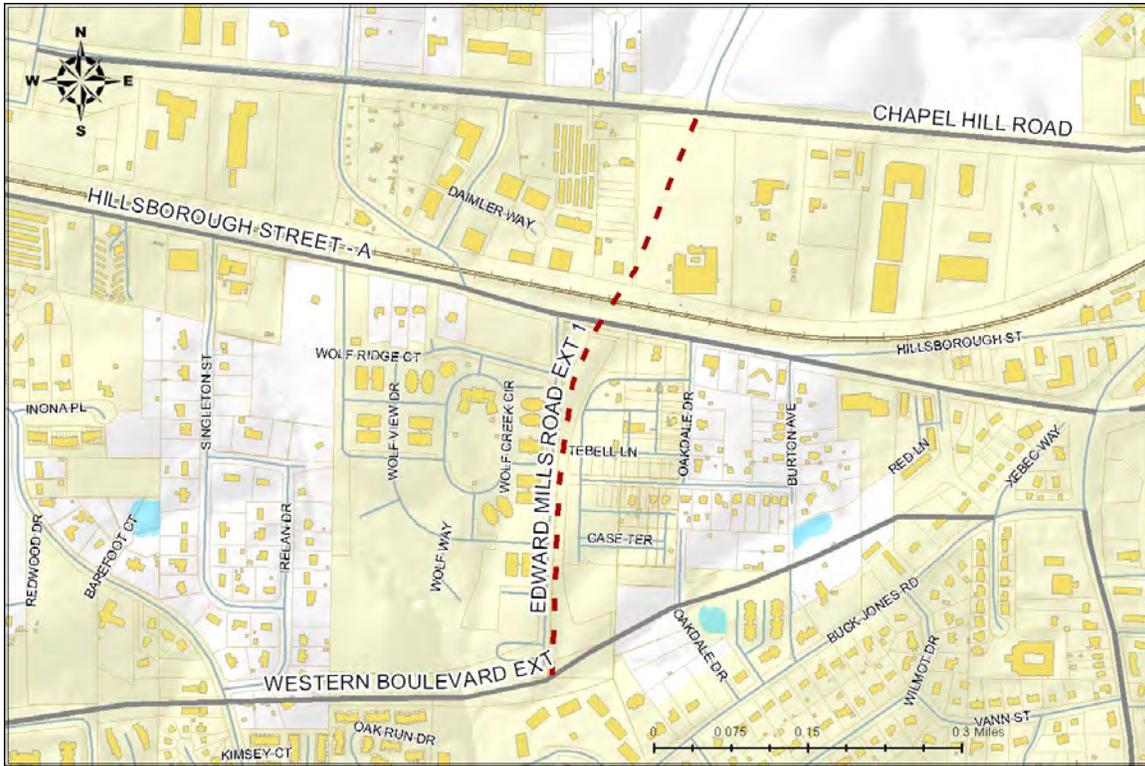
Widen to a three-lane section from Glenwood Road to Gralyn Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This area includes a substantial mix of single family, multi-family, and commercial land uses. This project is strategically important with respect to providing community connections to Umstead Park and to planned bike and pedestrian infrastructure along Glenwood Avenue as part of NCDOT’s TIP Project U-2823.



Edwards Mill Road Extension

Length: 0.58 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$18,416,478

Scope

Construct a four-lane median-divided section on new location from Chapel Hill Road to the proposed Western Boulevard Extension

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project would extend Edwards Mill Road south of Chapel Hill Road across industrial and multifamily residential property. This street extension will require grade separations under the NC railroad Corridor and under Hillsborough Street. This alignment would supersede the existing Wolf Wood Drive; right of way for a portion of this project has been previously dedicated by recent private development. This project is predicated upon the proposed Western Boulevard Extension project.



Fairbanks Road

Length: 0.45 Miles

Traffic Volume: 6,265 vpd

Estimated Cost: \$2,293,416

Scope

Widen to a three-lane section from Westgate Road to Leesville Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project provides accessibility from existing single family and multi-family uses to existing retail development adjacent to Leesville Road. Minor realignment of the intersection at Westgate Road is anticipated.



Fox Road - East

Length: 1.2 Miles

Traffic Volume: 12,250 vpd

Estimated Cost: \$11,244,490

Scope

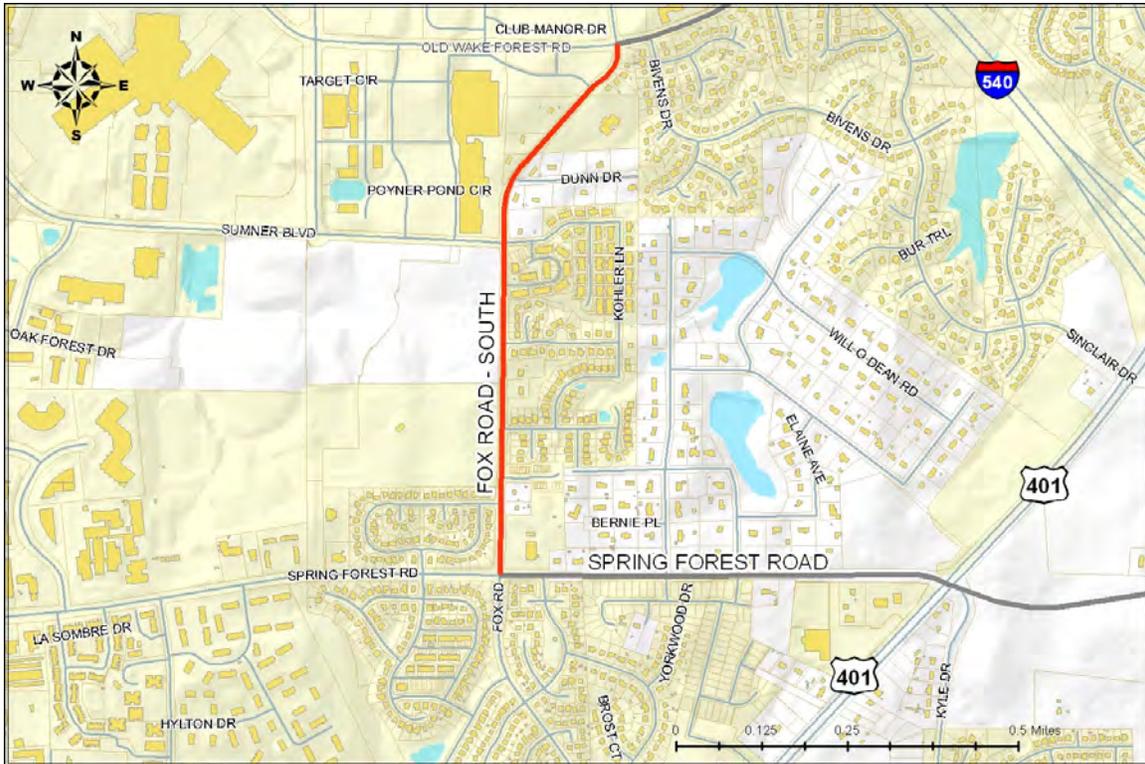
Widen to a four-lane median-divided section from Spring Forest Road to Old Wake Forest Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This segment of Fox road is comprised of a mix of single-family And multifamily housing. Fox Road Elementary and Fox Road School Park area also located within the project limits. This project would facilitate access to the school, as well as to the retail uses to the west and the wake Tech North campus on Louisburg Road. Widening of the existing bridge over I-540 would be included in the scope of this project.



Fox Road - South

Length: 0.83 Miles

Traffic Volume: 5,355 vpd

Estimated Cost: \$3,454,856

Scope

Widen to a three-lane section from Spring Forest Road to Old Wake Forest Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

Land uses within this project limits include a mix of single family housing, multi-family housing, retail uses, a church, and the Spring Road Park. This project would connect various segments of street improvements previously installed by private development and facilitate pedestrian access between all of the existing uses.



Glenwood Avenue

Length: 1.05 Miles

Traffic Volume: 29,000 vpd

Estimated Cost: \$2,424,958

Scope

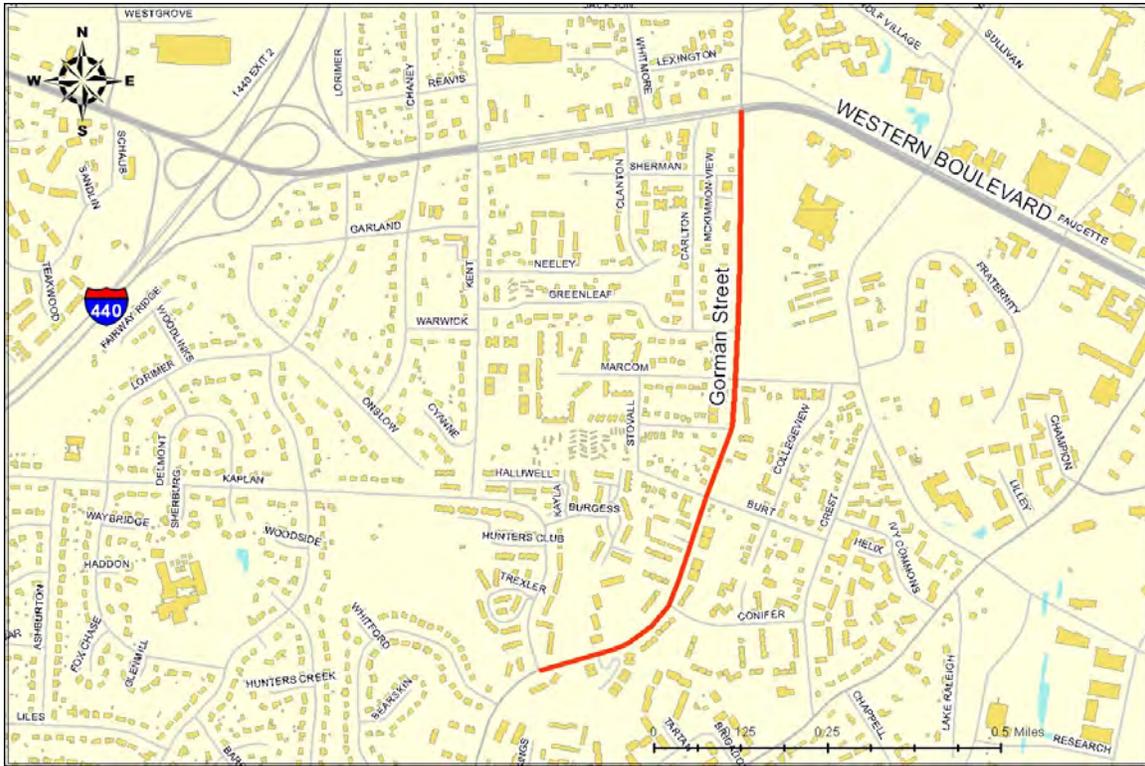
Add curb and gutter, sidewalks, and bike lanes from Woman’s Club Drive to Oberlin Road

Bicycle Plan Recommendations

Bicycle Lanes - Restriping

Community Context and Major Issues

This portion of Glenwood Avenue is fronted primarily by commercial and office uses, however significant numbers of single-family homes abut the corridor on both sides. Glenwood Avenue is identified as a priority transit corridor and is served by CAT Routes #6 and #16. This project would help facilitate access from adjacent land uses to existing and proposed transit services in the corridor. It would also extend the existing bike lanes previously installed south of Oberlin Road.



Gorman Street

Length: 0.95 Miles

Traffic Volume: 15,000 vpd

Estimated Cost: \$7,663,860

Scope

Widen to a three-lane section from Kaplan Drive to Western Boulevard

Bicycle Plan Recommendations

Bicycle Lanes - Restripe

Community Context and Major Issues

Land uses in this corridor consist primarily of multi-family housing oriented towards serving the local university population. The NCSU McKimmon Center is also a significant facility adjacent to the project. This corridor is currently served by CAT Routes #9 and #12. This project would also extend the existing bike lanes previously installed south of Kaplan Drive.



Hillsborough Street Phase II

Length: 0.47 Miles

Traffic Volume: 19,000 vpd

Estimated Cost: \$6,000,000

Scope

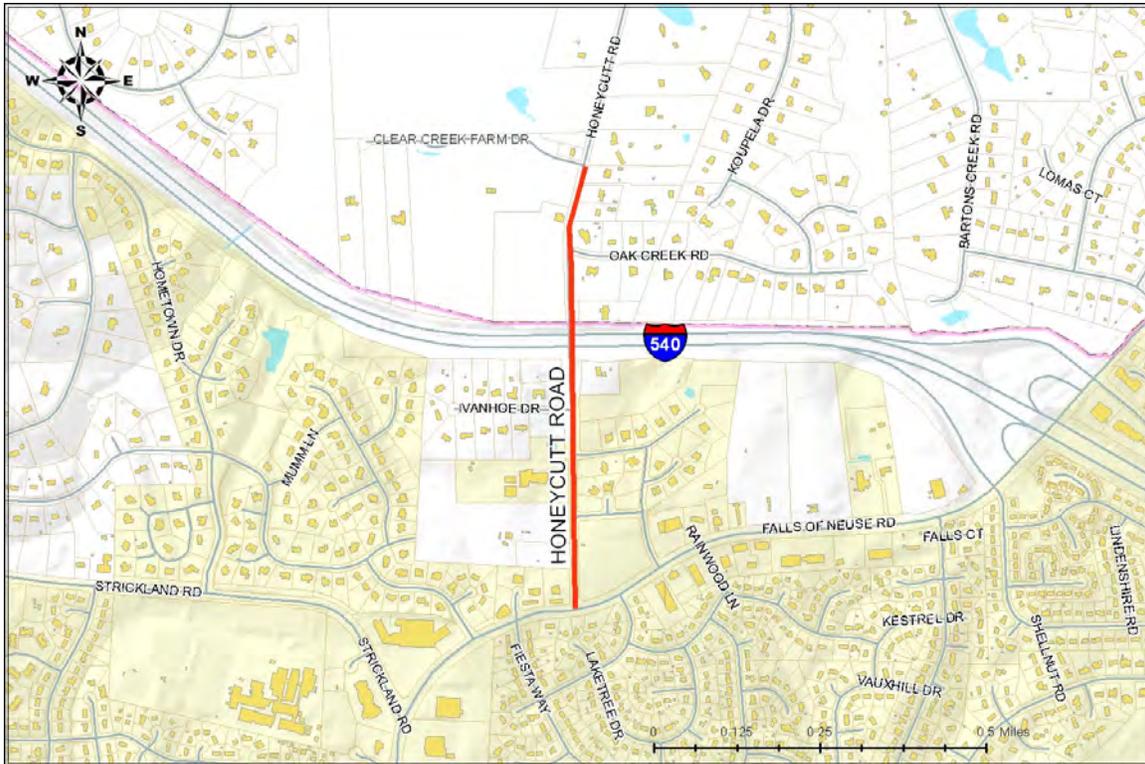
Install streetscape improvements and roundabouts from Rosemary Street to Gardner Street

Bicycle Plan Recommendations

Bicycle Lanes - Restriping

Community Context and Major Issues

This project would implement the second phase of the proposed Hillsborough Street Renaissance adjacent to NC State University. Project improvements would include sidewalks, bike lanes, streetlights, landscaping, and on-street parking. This project includes three proposed roundabouts at Rosemary/Shepherd, Dixie Trail, and Brooks Avenue.



Honeycutt Road

Length: 0.67 Miles

Traffic Volume: 5,700 vpd

Estimated Cost: \$2,975,042

Scope

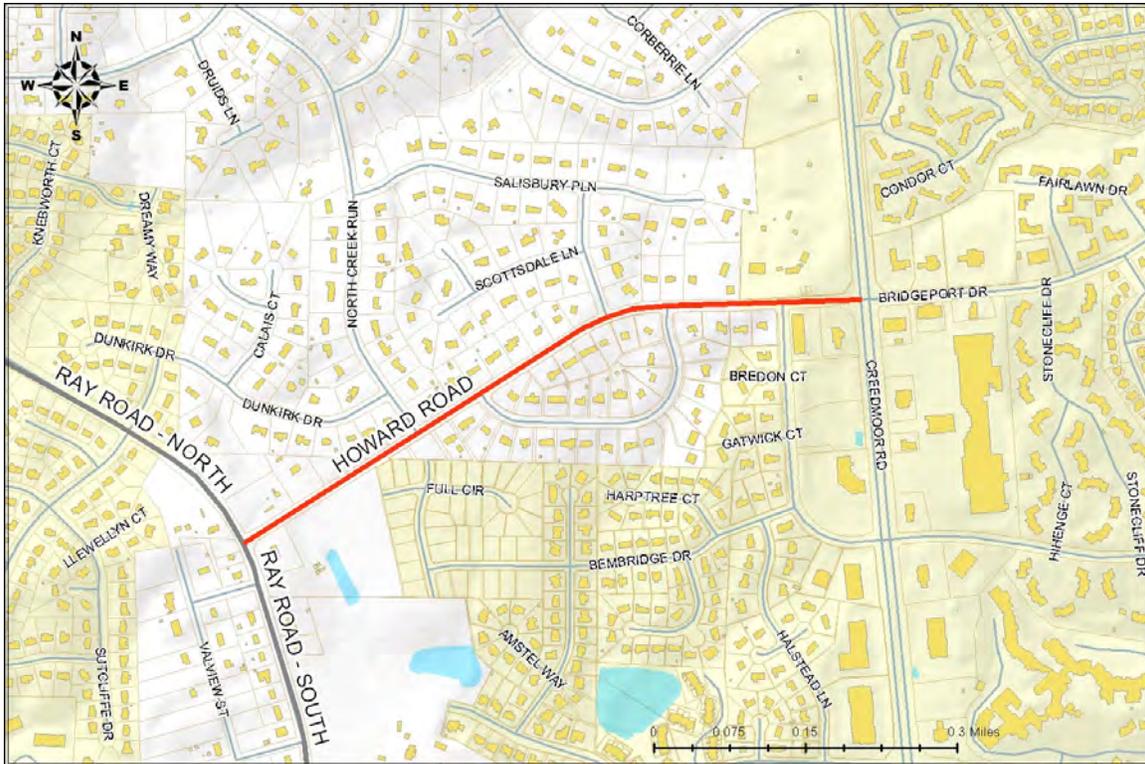
Widen to a three-lane section from Falls of Neuse Road to Clear Creek Farm Drive

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project area includes retail uses on the southern end, a large church, and single family homes throughout the remainder of the project. Honeycutt Park is located on the northern end of the project area and would benefit from the improved pedestrian accessibility this project would create. It is not anticipated that the existing bridge over I-540 would require any widening with this project.



Howard Road

Length: 0.67 Miles

Traffic Volume: 5,625 vpd

Estimated Cost: \$4,015,319

Scope

Widen to a three-lane section from Ray Road to Creedmoor Road

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project area is surrounded by predominantly single family housing. This project will provide access from these homes to retail, recreation, and transit services along Creedmoor Road (CAT Route #4).



Jones Franklin Road - A

Length: 0.79 Miles

Traffic Volume: 14,000 vpd

Estimated Cost: \$9,607,610

Scope

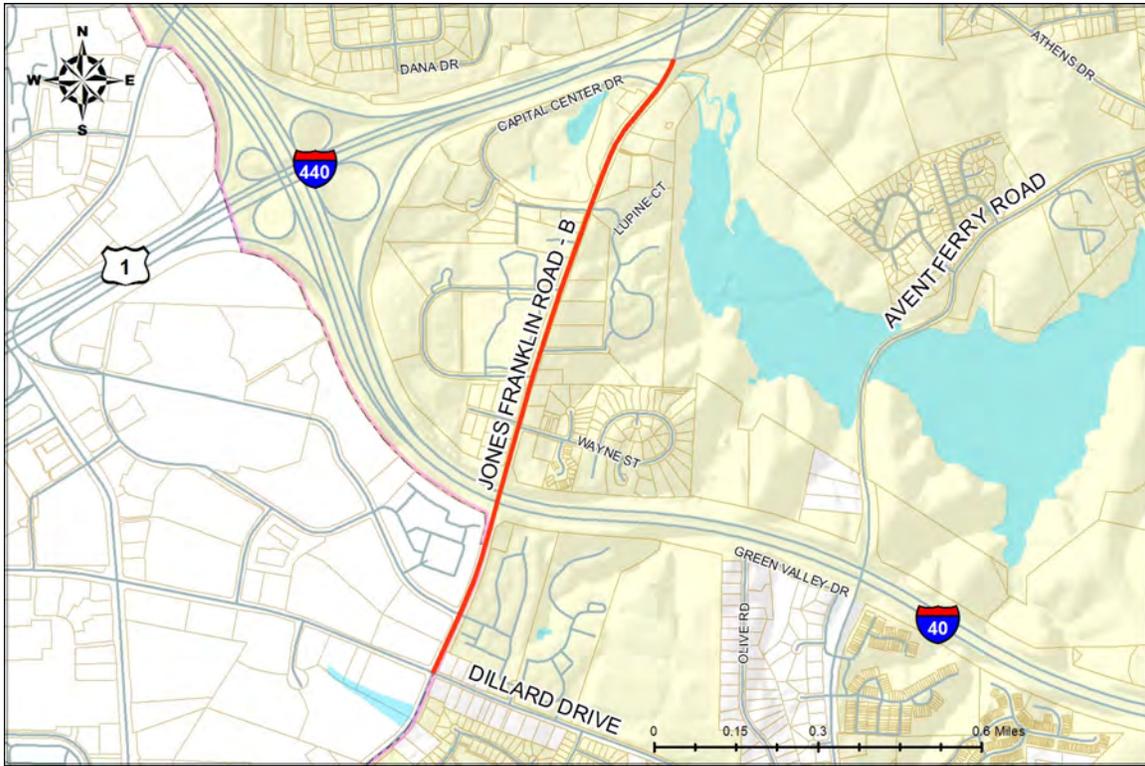
Widen to a three-lane section from I-440 to Buck Jones Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

Development patterns in this corridor include a mix of single family, multi-family, and commercial uses. There is a retail center located at Western Boulevard, and a light rail station is proposed within ½ mile of the northern project terminus. There is also existing transit service along this street via CAT Routes #8 and #11L, and by Triangle Transit Route #301.



Jones Franklin Road - B

Length: 1.22 Miles

Traffic Volume: 21,000 vpd

Estimated Cost: \$15,619,113

Scope

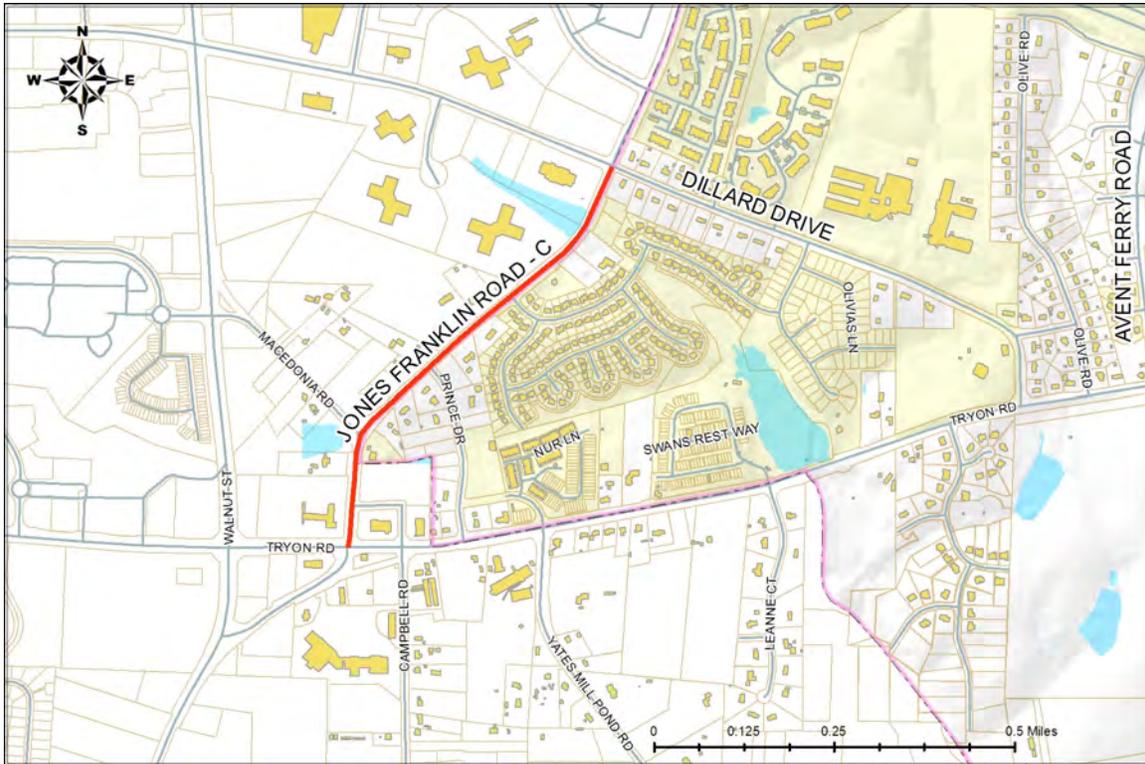
Widen to a four-lane median-divided section from I-440 interchange to Dillard Drive

Bicycle Plan Recommendations

Bicycl Lanes: New Construction/Restriping

Community Context and Major Issues

This project area contains commercial and multi-family land uses and is adjacent to the Town of Cary's jurisdiction. There are multiple office complexes along the corridor, and the street supports significant commuter access from Cary and Swift Creek. Transit service is provided in a portion of this corridor by C-Trans (Routes #1 and #2). This project requires the widening of the overpass at I-40, however the interchange at I-440 will be addressed as part of a separate future NCDOT project (TIP Project U-2719).



Jones Franklin Road - C

Length: 0.67 Miles

Traffic Volume: 8,900 vpd

Estimated Cost: \$7,187,656

Scope

Widen to a four-lane median-divided section from Tryon road to Dillard Drive

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project area is a mix of single-family residential and commercial uses, with some retail uses located near Tryon Road. There is a pond adjacent to the west side of the street that may require asymmetrical impacts on the east side of the street. Transit service is provided adjacent to the north end of this corridor by C-Trans (Routes #1 and #2). This project is directly adjacent to the Town of Cary’s jurisdiction; the southern portion of the project is wholly within Cary. Given the jurisdictional overlap, this project should be undertaken only under a joint funding scenario with Cary.



Jones/Lane Two Way Conversion

Length: 1.43 Miles

Traffic Volume: 4,560 vpd

Estimated Cost: \$1,000,000

Scope

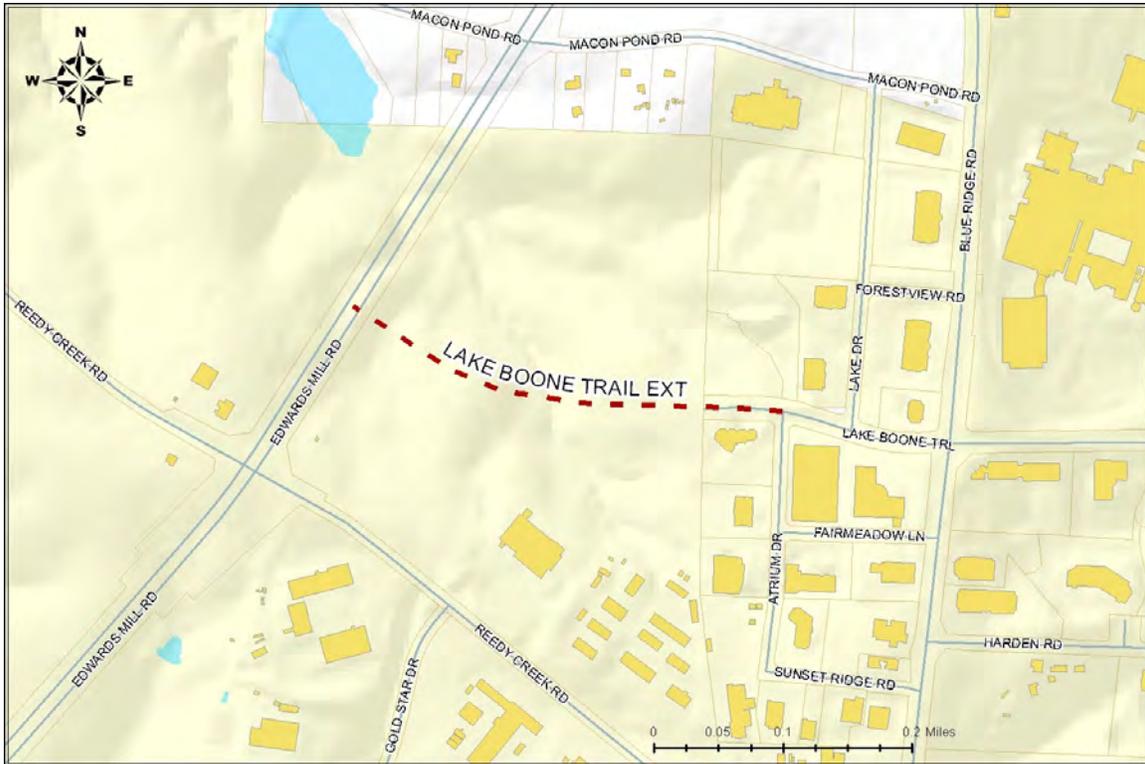
Convert existing one- way streets to two-way operation from Harrington Street to East Street

Bicycle Plan Recommendations

Bicycle Lanes - Road Diet, Restriping

Community Context and Major Issues

This project was included in the Downtown Livable Streets plan and is the last two-way conversion recommended in that plan. These streets serve the state government complex and museum areas on the north end of downtown. Legislative approval may be required for the blocks adjacent to the NC General Assembly.



Lake Boone Trail Extension

Length: 0.35 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$3,949,062

Scope

Construct a four-lane median-divided section on new location Edward Mills Road to Atrium Drive

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project traverses vacant state property to connect Lake Boone Trail to Edwards Mill Road. The need for this project was recently confirmed as part of the Blue Ridge Road Corridor Study. Coordination with the NC Department of Agriculture will be necessary to implement this street connection.



Lake Wheeler Road North

Length: 0.84 Miles

Traffic Volume: 13,475 vpd

Estimated Cost: \$7,207,130

Scope

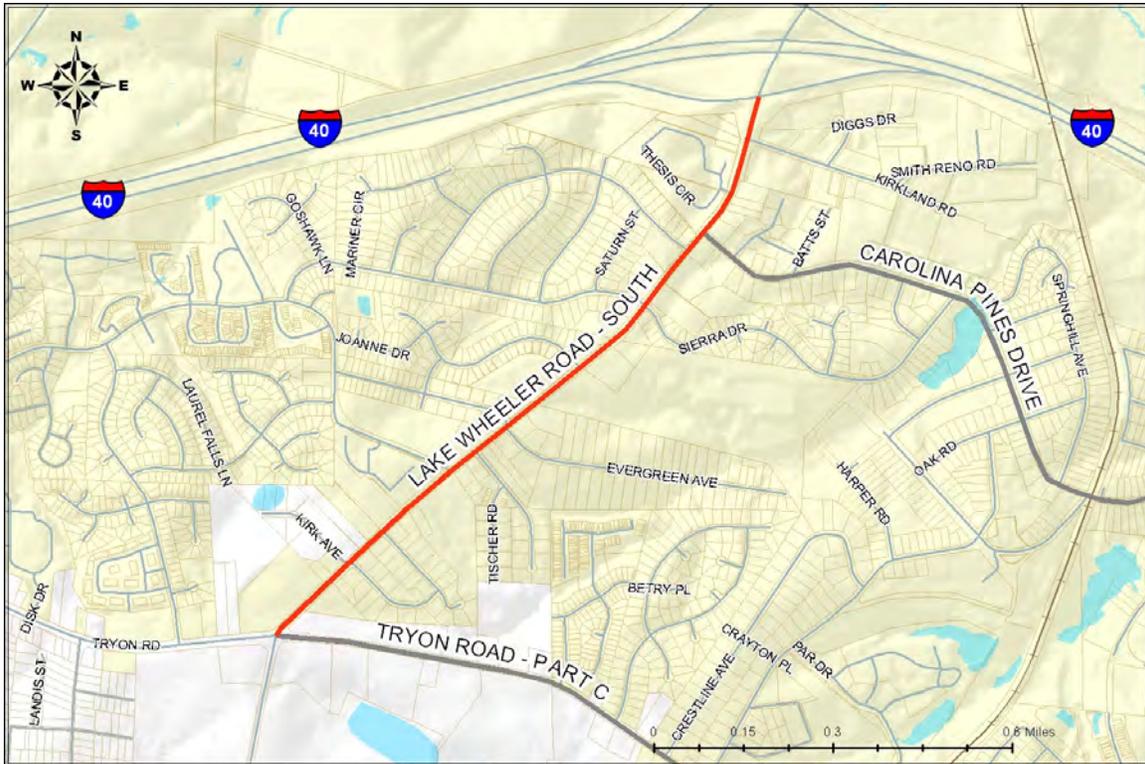
Widen to a three-lane section from Maywood Avenue to S. Saunders Street

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

The east side of this street abuts single-family homes and light industrial uses, while the west side of this project is directly adjacent to the Dorothea Dix property. This corridor is currently served by CAT Route #21. Implementation and cross-section considerations for this project will depend heavily upon the outcomes of planning for the Dix property.



Lake Wheeler Road South

Length: 1.39 Miles

Traffic Volume: 12,000 vpd

Estimated Cost: \$8,169,607

Scope

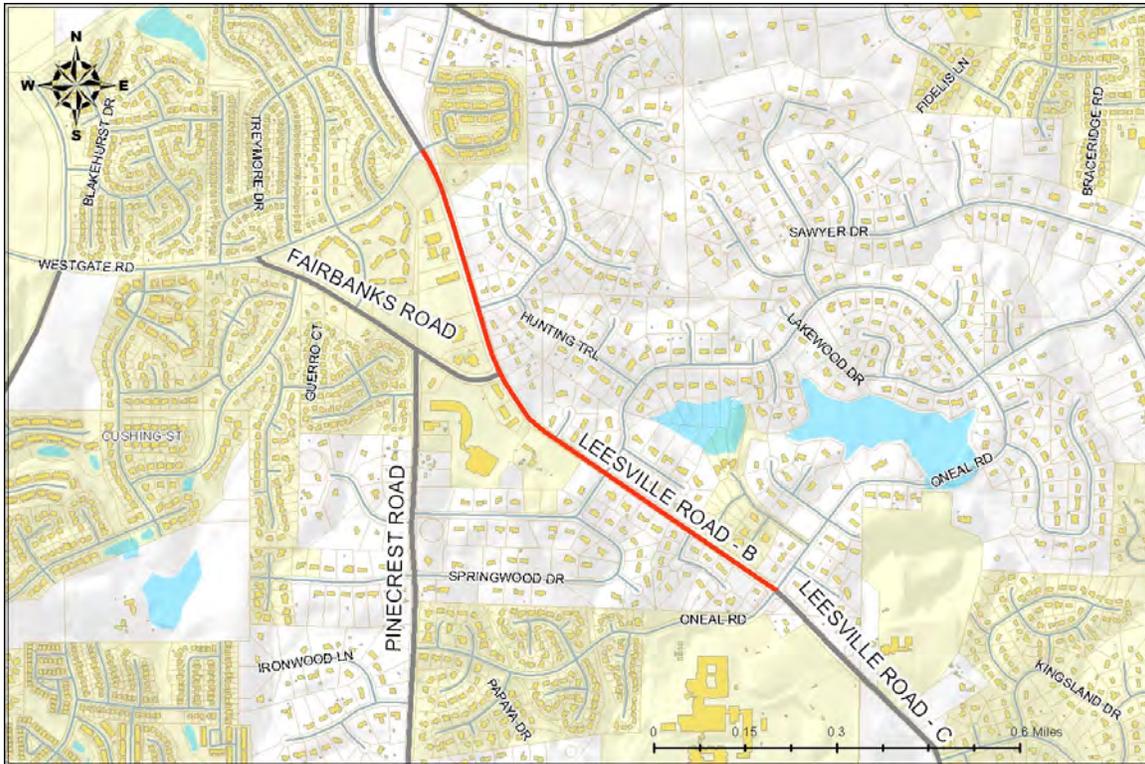
Widen to a two-lane median-divided section from I-40 to Tryon Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This corridor features single family and multi-family uses in the middle portion, with commercial uses more prevalent towards the north end and retail anchoring the south end. Carolina Pines Park is located directly adjacent to the project. This corridor is served by CAT Route #7L. The project scope was developed based on community involvement through the Lake Wheeler Road Corridor Study last year.



Leesville Road B

Length: 0.97 Miles

Traffic Volume: 15,000 vpd

Estimated Cost: \$10,279,601

Scope

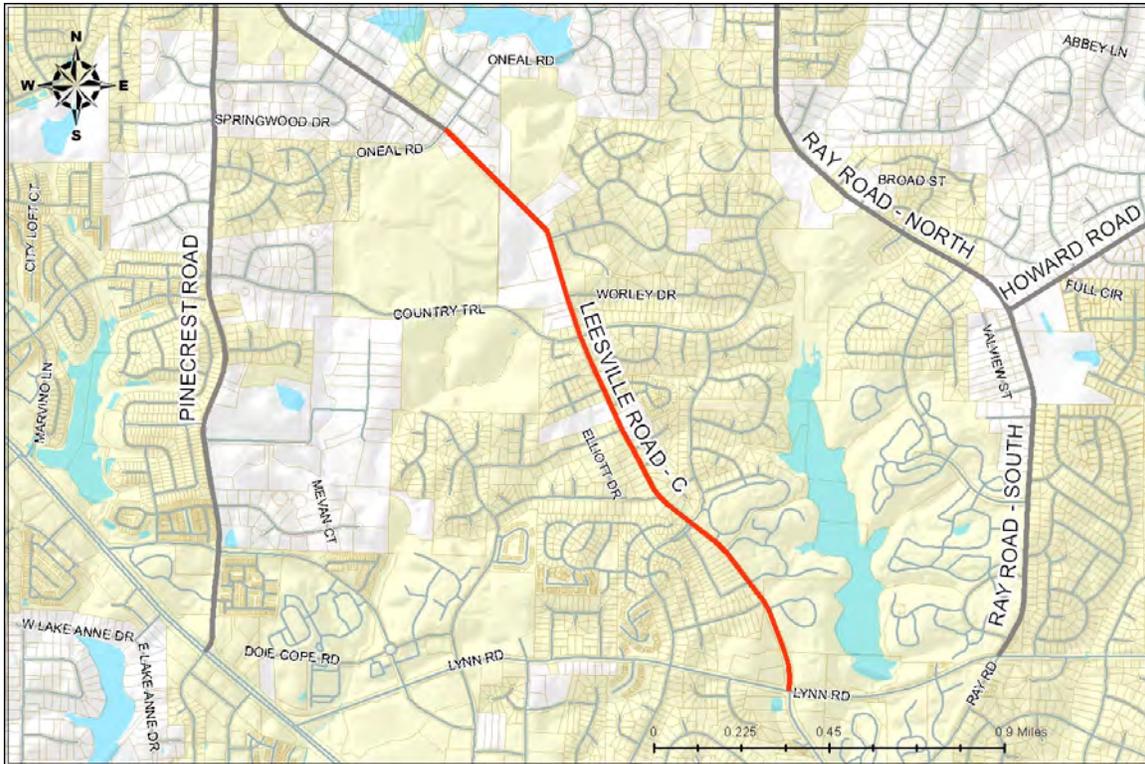
Widen to a four-lane median-divided section from Westgate Road to O’Neal Road at the Leesville School Campus

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

The north end of this project has predominantly commercial and retail uses, while the south end transitions to residential and school uses. The Leesville Road school campus, which consists of a high school, a middle school, and an elementary school, is directly adjacent to the southern project terminus.



Leesville Road C

Length: 1.74 Miles

Traffic Volume: 12,000 vpd

Estimated Cost: \$17,931,135

Scope

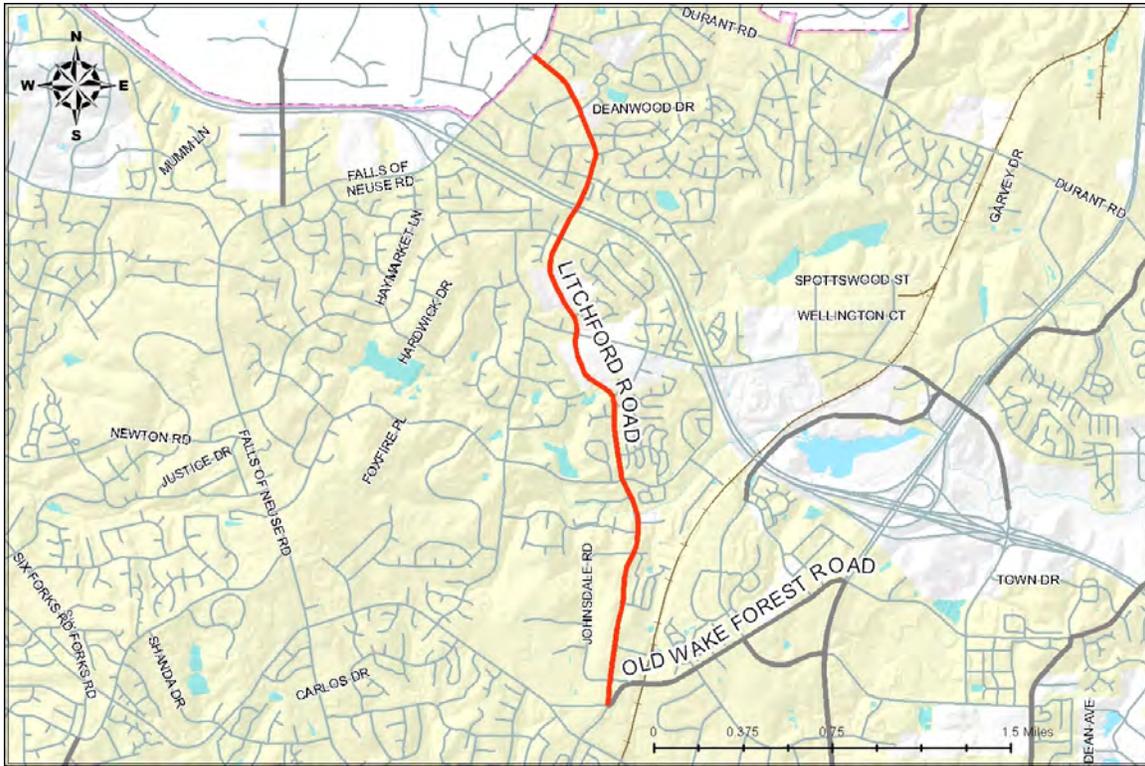
Widen to a four-lane median-divided section from Lynn Road to O'Neal Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project is predominantly comprised of single family and multi-family uses, along with several churches. The Leesville Road school campus, which consists of a high school, a middle school, and an elementary school, is directly adjacent to the northern project terminus. The Leesville Community Park and Library are also located close to this project.



Litchford Road

Length: 2.95 Miles

Traffic Volume: 17,463 vpd

Estimated Cost: \$7,776,147

Scope

Add curb and gutter, sidewalks, and bike lanes from Old Wake Forest Road to Falls of Neuse Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This project would add pedestrian and bicycle infrastructure to this existing three-lane street, which contains a mix of single family and multi-family uses. There is also a retail center located south of I-540. CAT Route #25L also operates within this corridor, and the proposed addition of sidewalks will greatly enhance access to transit from adjacent development.



Marsh Creek Road

Length: 0.67 Miles

Traffic Volume: 7,900 vpd

Estimated Cost: \$3,914,479

Scope

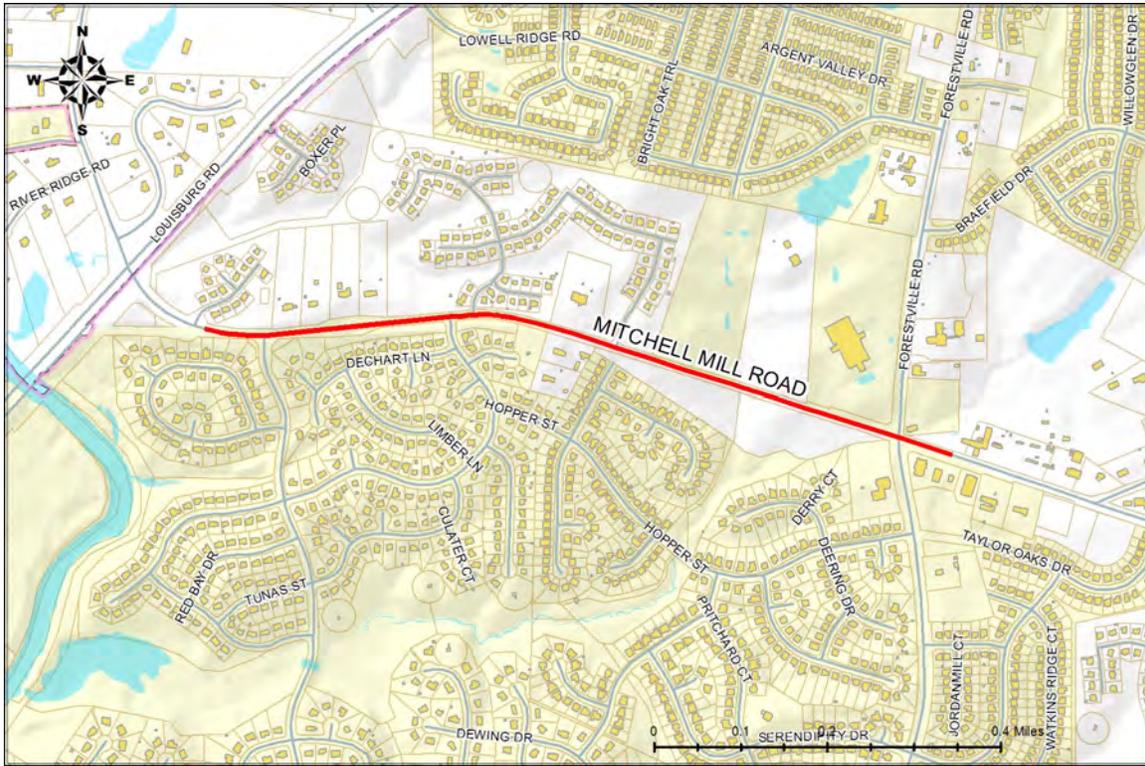
Widen to a three-lane section from Trawick Road to New Hope Road

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project area consists primarily of single family homes, along with Wilburn Elementary School. Marsh Creek Park is also located adjacent to the eastern project terminus, and this project is currently served by CAT Route #15L.



Mitchell Mill Road

Length: 1.46 Miles

Traffic Volume: 14,000 vpd

Estimated Cost: \$13,650,975

Scope

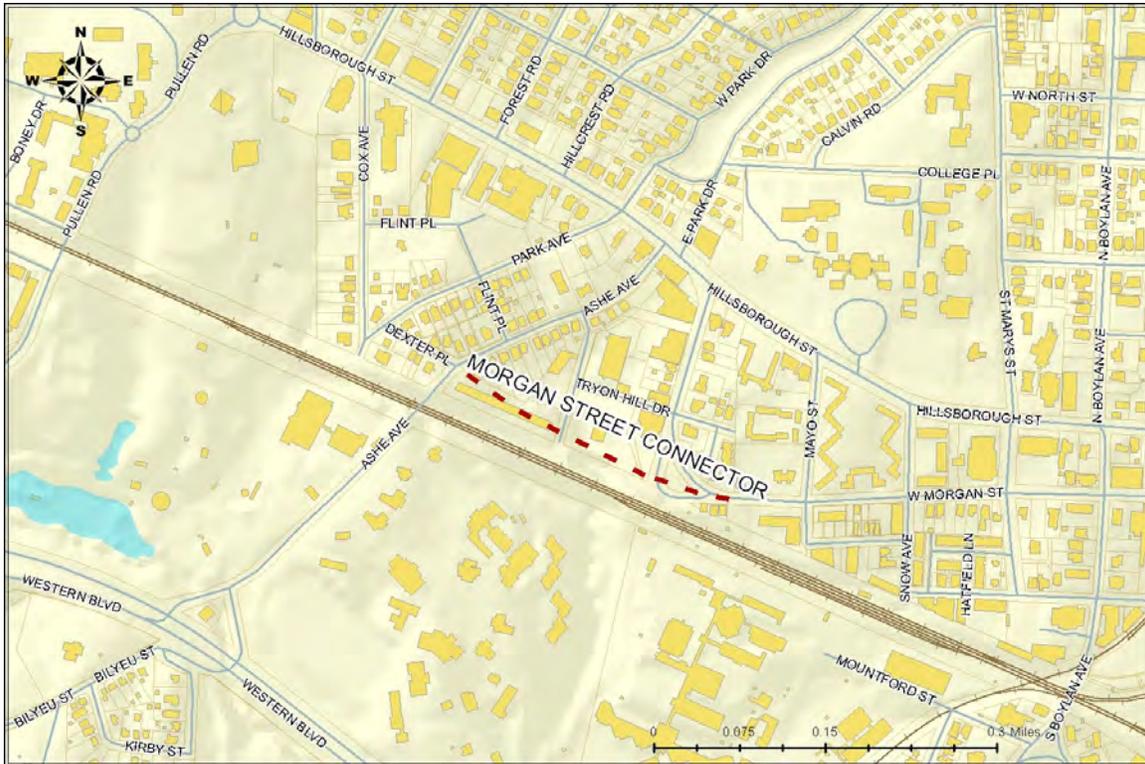
Widen to a four-lane divided section from Louisburg Road to Forestville Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project provides access to a large number of single family homes directly adjacent to the project and in the surrounding area. There is also a small concentration of retail uses located east of Forestville Road. This area is heavily congested due to the existing development and the limited number of access points across the Neuse River.



Morgan Street Connector

Length: 0.27 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$9,044,353

Scope

Construct a two-lane section with bike lanes, sidewalks, and on-street parking on new location from Ashe Avenue to West Morgan Street

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project area is composed of primarily commercial uses, with multi-family development nearby. This project is located adjacent to a proposed light rail transit station, which is anticipated to generate higher-intensity transit-oriented development. Pullen Park and Aquatic Center are also located adjacent to the project. This project was recommended as part of the West Morgan Area Plan.



New Bern Transit Corridor Improvements

Length: 2.13 Miles

Traffic Volume: 17,800 vpd

Estimated Cost: \$39,018,000

Scope

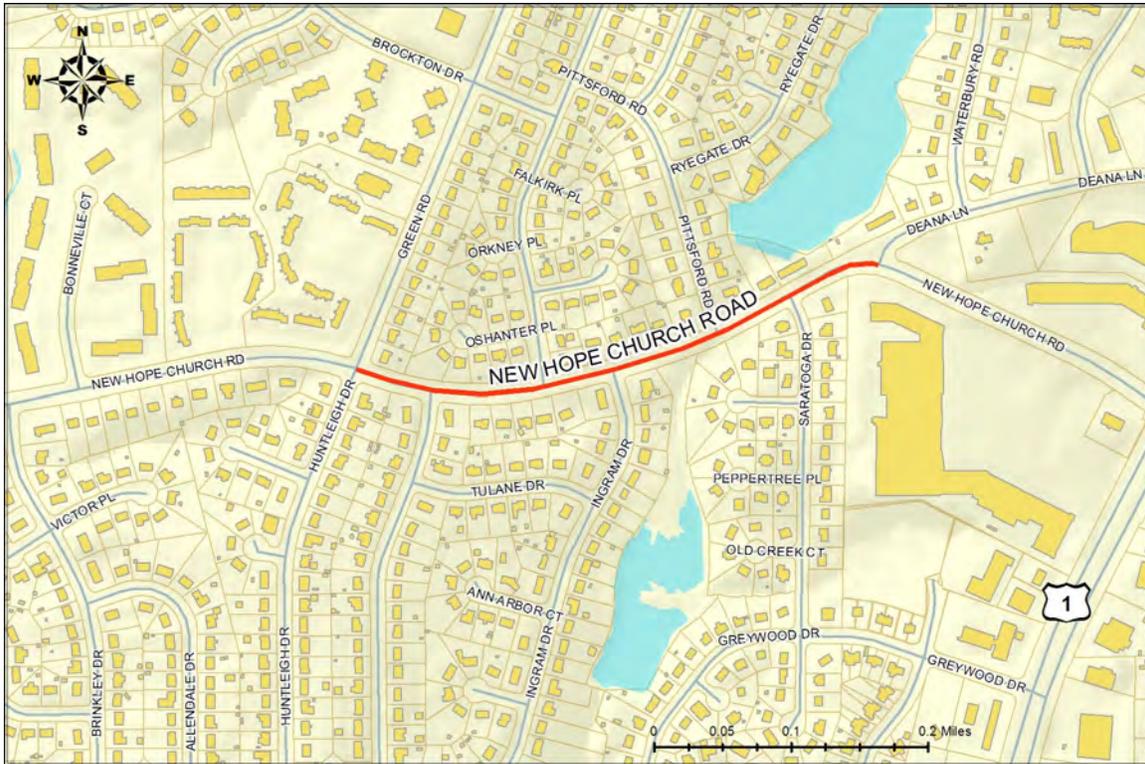
Upgrade to a Bus Rapid Transit corridor and install supportive infrastructure from Tarboro Road to Sunnybrook Road.

Bicycle Plan Recommendations

Bicycle Lanes - Wide Outside Lanes Restriping

Community Context and Major Issues

This project was recommended as part of the New Bern Avenue Corridor Plan as a means of improving multi-modal transportation and promoting economic development. The project would include widening the street footprint between Raleigh Boulevard and Sunnybrook Road to facilitate implementation of a median-based bus rapid transit (BRT) system. This project would also include significant sidewalk, streetlight, landscaping and station improvements, and would also install the proposed realignment of Poole Road.



New Hope Church Road

Length: 0.4 Miles

Traffic Volume: 22,000 vpd

Estimated Cost: \$3,586,209

Scope

Widen to a four-lane median-divided section from Green Road to Deana Lane

Bicycle Plan Recommendations

Bicycle Lanes - Restripe

Community Context and Major Issues

This project transitions from single family uses to retail and commercial property. Much of the creation of a three-lane section can occur via restriping, however there is a portion of the project that requires extension of a culvert just west of Deana Lane. This improvement will provide a significant pedestrian connection from the neighborhood to nearby retail uses.



New Hope Road - North

Length: 4.27 Miles

Traffic Volume: 20,000 vpd

Estimated Cost: \$20,824,883

Scope

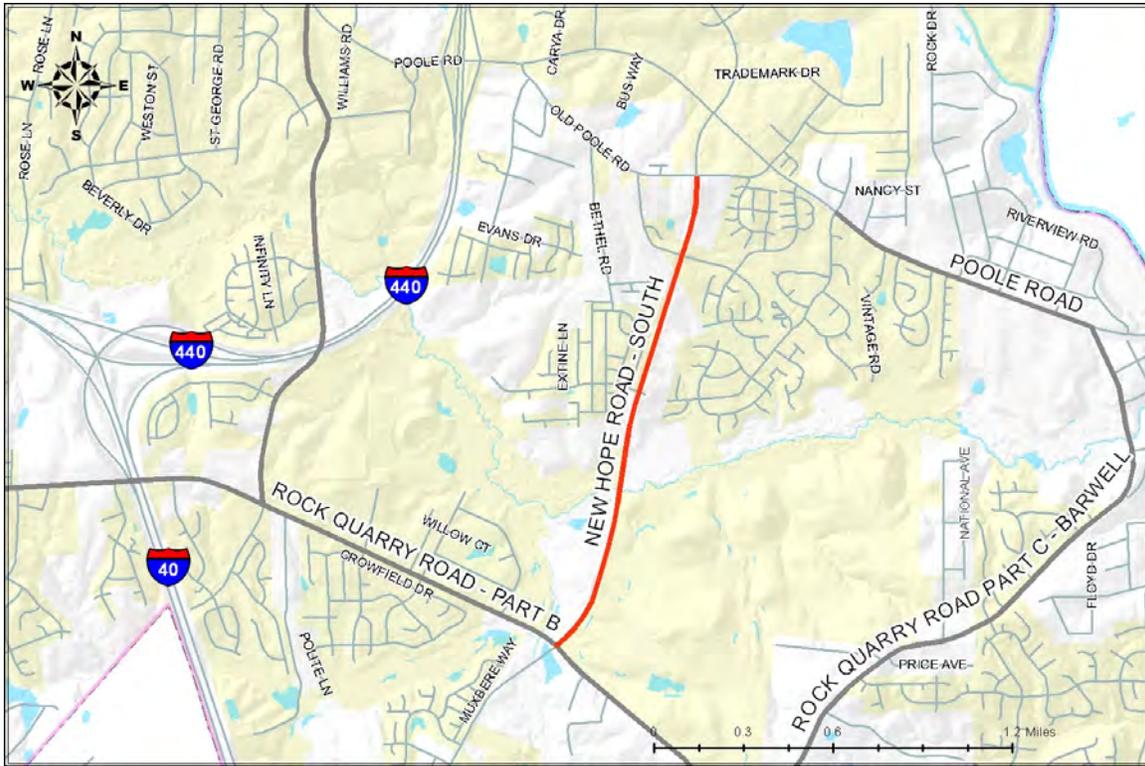
Widen to a four-lane median-divided section from New Bern Avenue to US 264 interchange

Bicycle Plan Recommendations

Bicycle Lanes - New Construction/Restripe

Community Context and Major Issues

The core of this project contains City of Raleigh Solid Waste Services facilities (Wilders Grove Landfill, Yard Waste Center), while each end of the project has a mix of commercial and industrial uses. Transit service is adjacent to the north end of the corridor via CAT Route #15L. This project would include a new bridge parallel to the existing bridge over Crabtree Creek and the Norfolk-Southern Railroad.



New Hope Road - South

Length: 1.67 Miles

Traffic Volume: 17,000 vpd

Estimated Cost: \$22,258,054

Scope

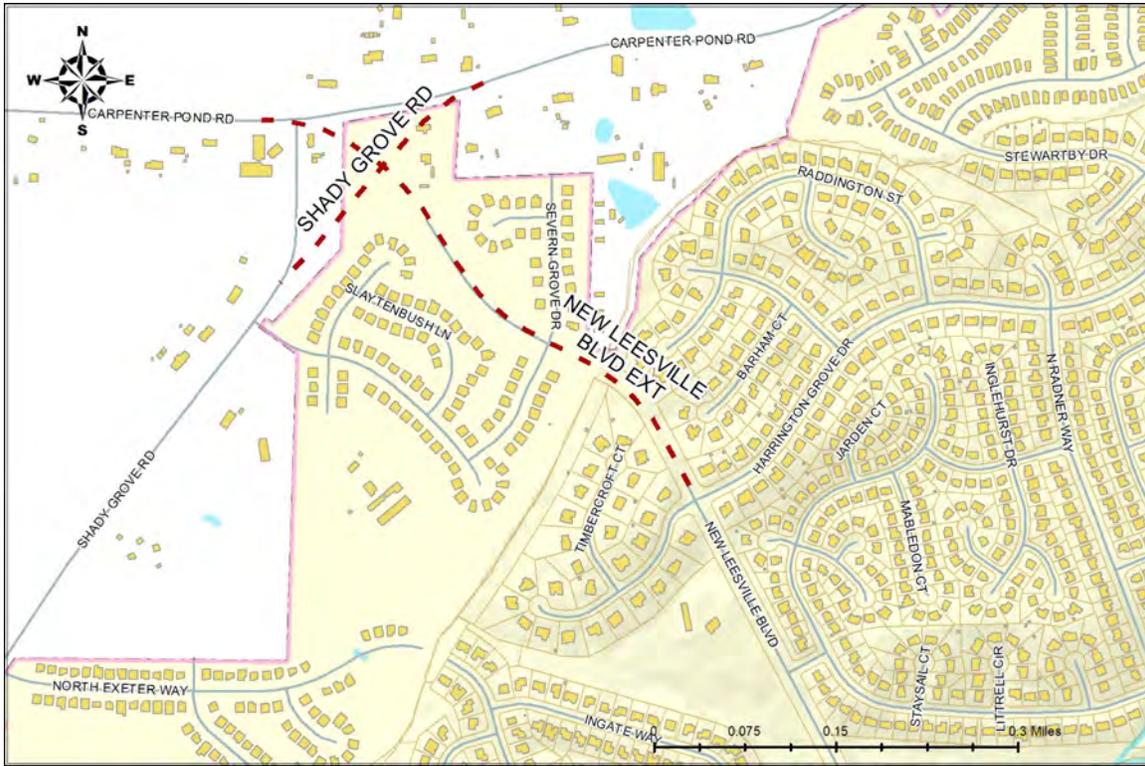
Widen to a four-lane median-divided section from Rock Quarry Road to New Bern Avenue

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This portion of New Hope Road was originally constructed asymmetrically, providing two lanes of an ultimate four-lane median-divided cross section. Land uses within the corridor are predominantly single-family residential, however there are planned commercial and retail uses closer to Rock Quarry Road. This project will require the construction of a new bridge over Walnut Creek parallel to the existing bridge.



New Leesville Boulevard Extension

Length: 0.5 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$6,555,410

Scope

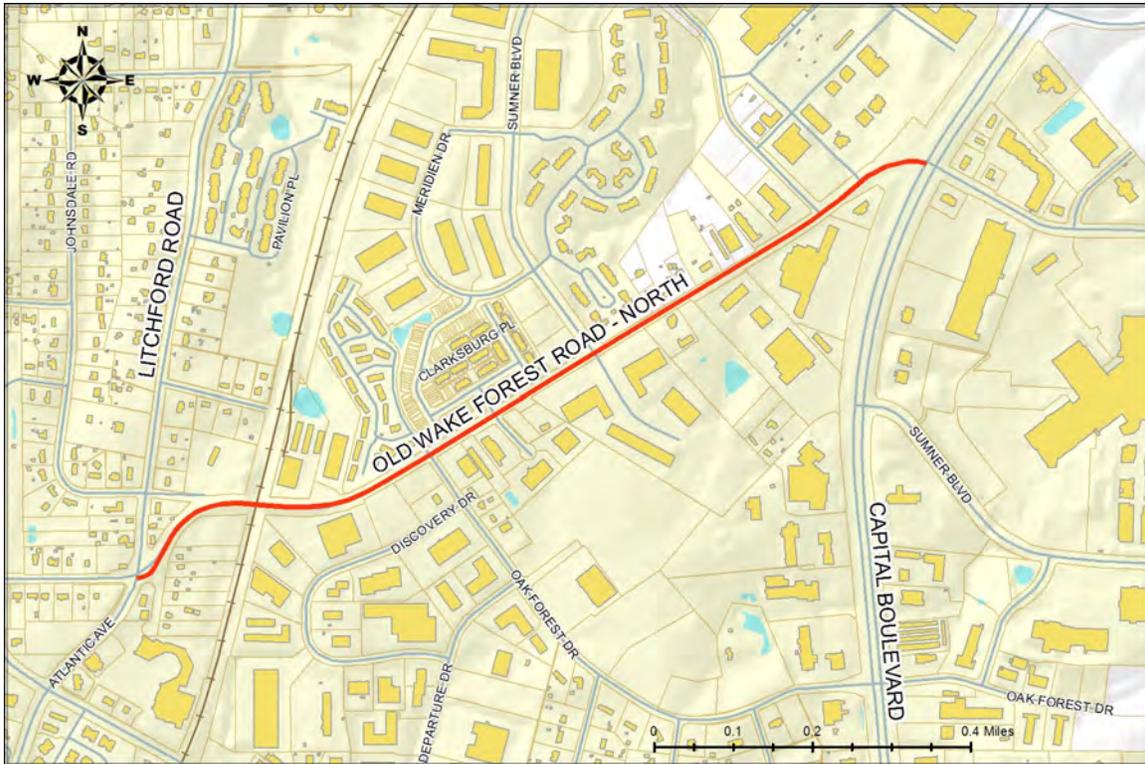
Construct a four-lane median-divided section on new location from existing New Leesville Boulevard to Carpenter Pond Road.

Bicycle Plan Recommendations

None

Community Context and Major Issues

New Leesville Boulevard was originally constructed as part of the Harrington Grove development. The right of way for this Street extension has been largely preserved through recent adjacent single family residential subdivisions. This proposed street extension will improve connectivity for the area, which is currently limited and requires the use of residential streets to enter and exit portions of the neighborhood.



Old Wake Forest Road - North

Length: 1.15 Miles

Traffic Volume: 18,000 vpd

Estimated Cost: \$12,955,732

Scope

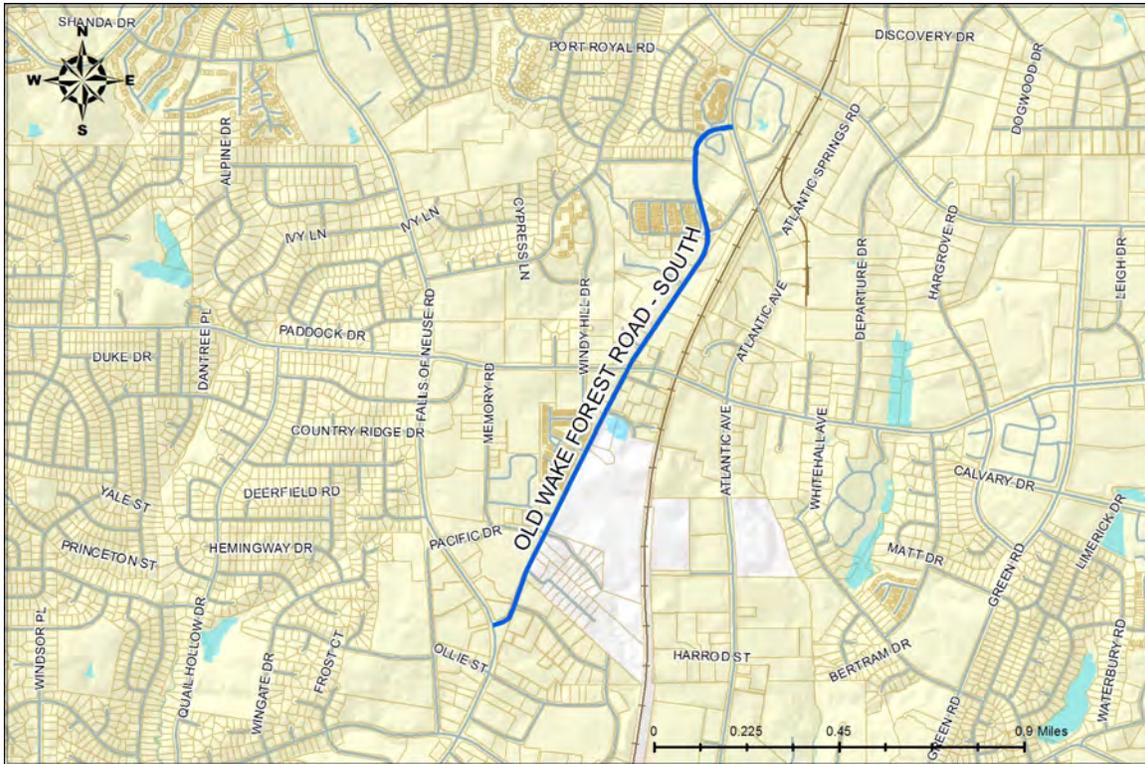
Widen to a four-lane median-divided section from Litchford Road to Capital Boulevard

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This corridor includes a mix of retail, commercial, and multi-family residential uses. The project will require the widening of an existing bridge over the CSX railroad.



Old Wake Forest Road - South

Length: 1.42 Miles

Traffic Volume: 18,000 vpd

Estimated Cost: \$11,826,106

Scope

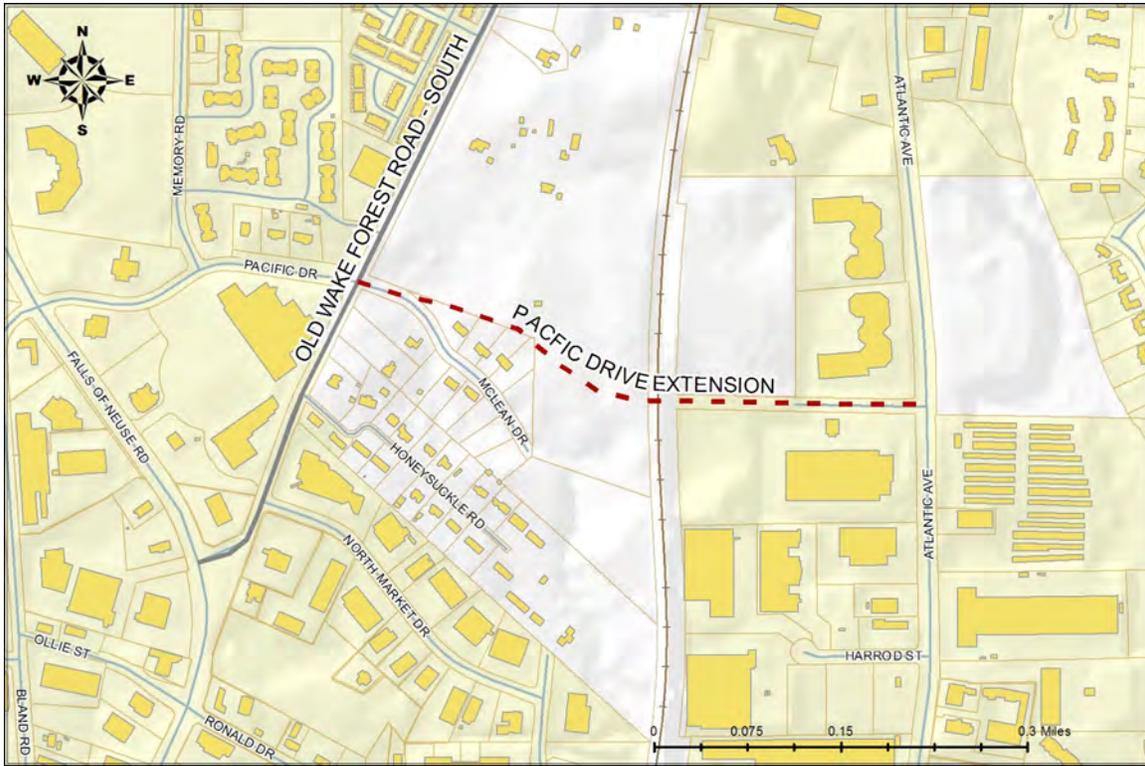
Widen to a three-lane section from Falls of Neuse Road to Atlantic Avenue

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This street serves primarily multi-family residential and commercial uses. Near the southern end of the project, there are some retail uses and a Social Security office that are significant pedestrian generators. This project would provide improved pedestrian access to transit routes along Falls of Neuse Road (CAT Route #2) and Millbrook Road (CAT Route 23L).



Pacific Drive Extension

Length: 0.48 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$5,453,284

Scope

Construct a three-lane section on new location from Old Wake Forest Road to Atlantic Avenue

Bicycle Plan Recommendations

None

Community Context and Major Issues

East of the CSX Railroad corridor, the street adjoins existing industrial development. West of the railroad, the area is largely single family residential and agricultural uses. This planned street extension provides a needed transportation link across the rail corridor and improves connectivity for this area. A rail underpass is proposed to be provided as part of the future Southeast High Speed Rail project.



Pearl Road

Length: 0.69 Miles

Traffic Volume: 2,700 vpd

Estimated Cost: \$3,600,586

Scope

Widen to a three-lane section from New Pearl Road to Rock Quarry Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This area features exclusively single family homes. The proposed project would connect segments of previous street improvements that were previously installed by private development. This project dovetails with planned improvements at Rock Quarry Road and Barwell Road.



Perry Creek Road

Length: 0.5 Miles

Traffic Volume: 14,063 vpd

Estimated Cost: \$4,740,405

Scope

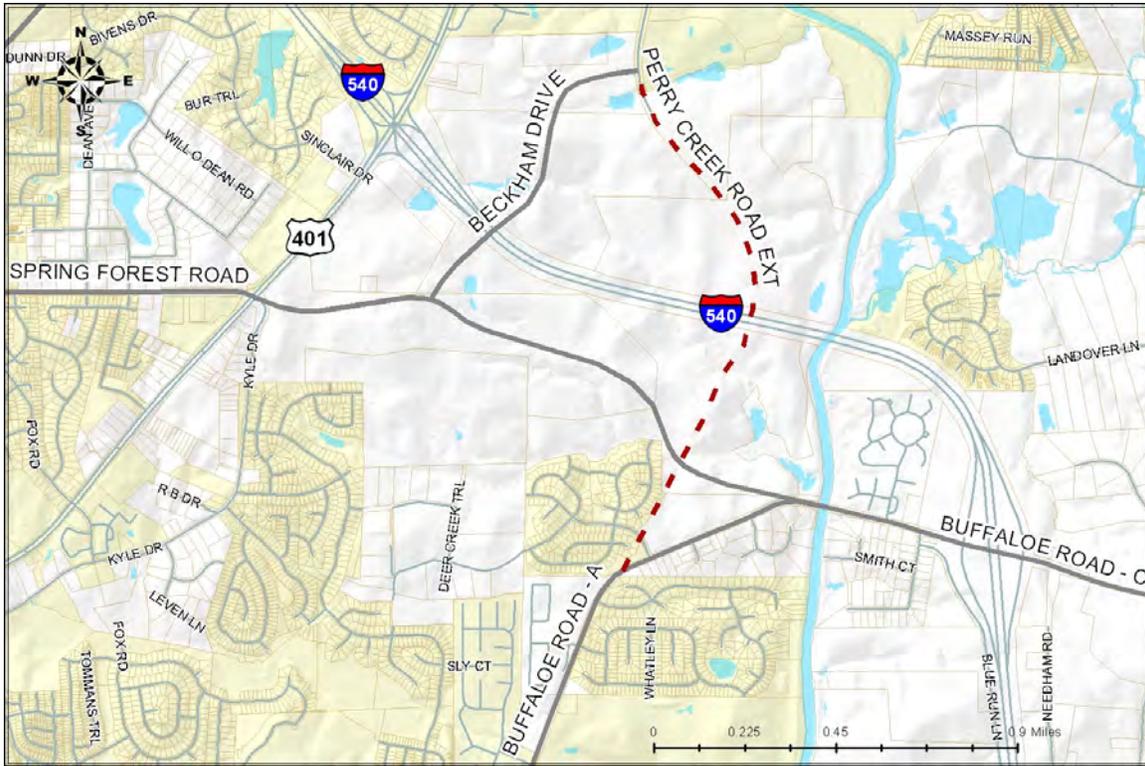
Widen to a four-lane median-divided section from Fox Road to Louisburg Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

The land uses in this area are a mix of retail, commercial, and single family residences. South of Fox Road, new development is occurring at Wake Tech North and at the 5401 development. There is a large culvert stream crossing that would require extension as part of this project.



Perry Creek Road Extension

Length: 1.4 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$27,173,061

Scope

Construct a four-lane median-divided section from Beckom Drive to Buffalo Road

Bicycle Plan Recommendations

None

Community Context and Major Issues

Perry Creek Road is planned to be extended as part of the 5401 development, which is a large neo-traditional, mixed-use community. This project would extend Perry Creek Road across I-540 and connect into Buffalo Road and the proposed Spring Forest Road Extension.



Pinecrest Road

Length: 1.76 Miles

Traffic Volume: 6,000 vpd

Estimated Cost: \$8,513,784

Scope

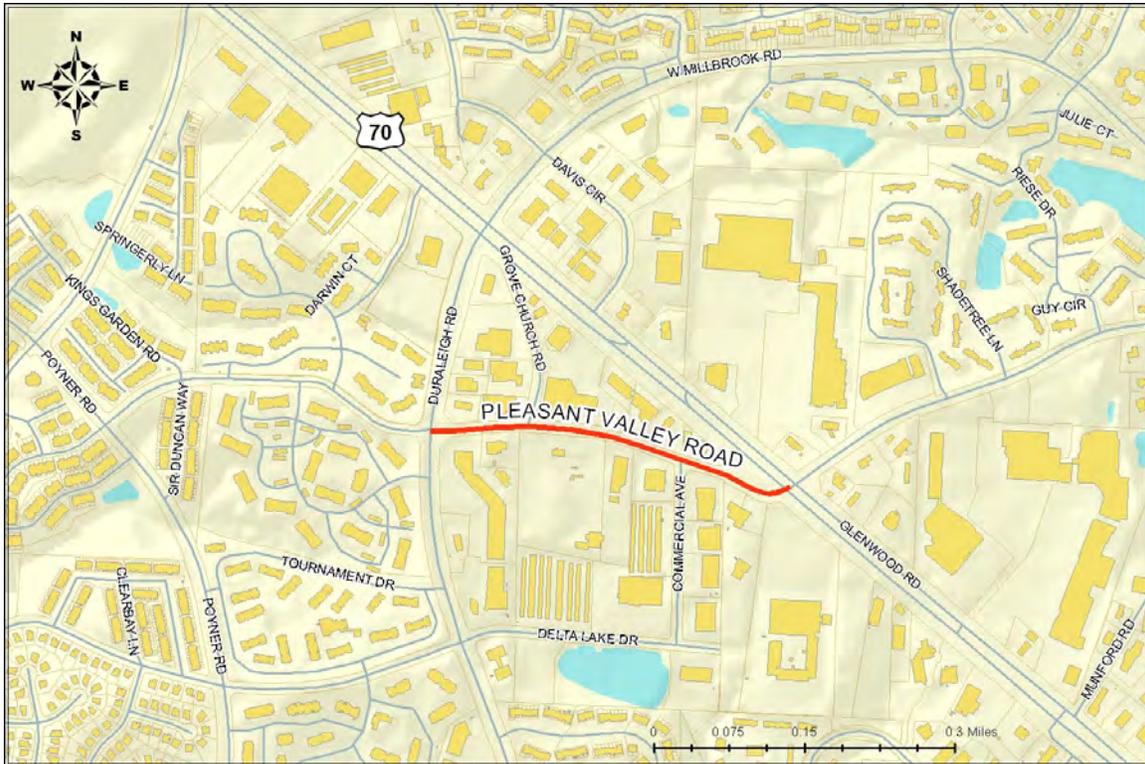
Widen to a three-lane section from Glenwood Avenue to Fairbanks Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This area is comprised primarily of single family and multi-family residential uses. There are some commercial and retail uses located adjacent to each end of the project. Portions of the ultimate cross-section have been previously installed via private development, and this project would connect those previous investments to create continuous sidewalks and bike lanes.



Pleasant Valley Road

Length: 0.55 Miles

Traffic Volume: 3,500 vpd

Estimated Cost: \$5,994,748

Scope

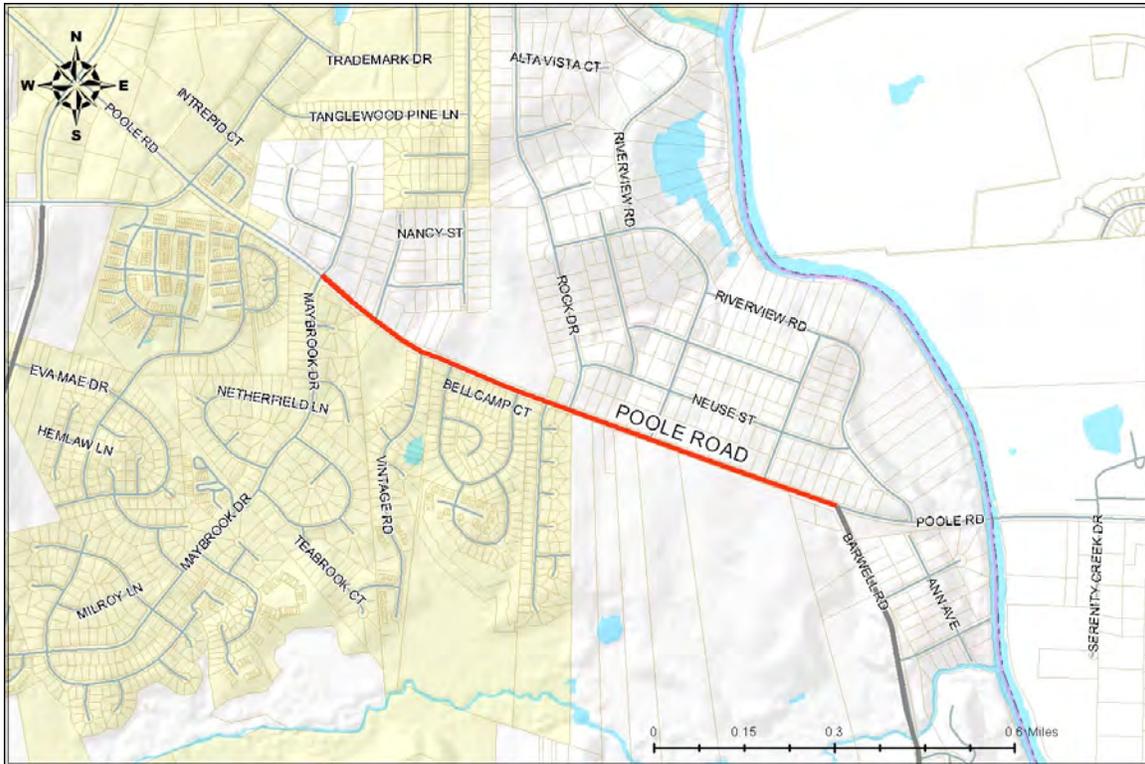
Widen to a three-lane section from Duraleigh Road to Glenwood Avenue

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

The frontage along this project features exclusively retail and commercial uses. However there are multifamily residential developments along Duraleigh Road that will benefit from the pedestrian connectivity to Glenwood Avenue that this project would provide. This street is in particularly bad repair due to some of the heavier industrial uses. The proposed sidewalks would facilitate improved access to transit as CAT Route #6 is located at either end of this project.



Poole Road

Length: 0.94 Miles

Traffic Volume: 13,000 vpd

Estimated Cost: \$10,813,137

Scope

Widen to a four-lane median-divided section from Maybrook Drive to Barwell Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This project area includes a next of single family residential, light commercial, and agricultural uses. The road is a significant commuter corridor providing connections into Knightdale and eastern Wake County. This project would dovetail with proposed improvements along Barwell Road.



Pullen Road Extension

Length: 0.39 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$3,914,089

Scope

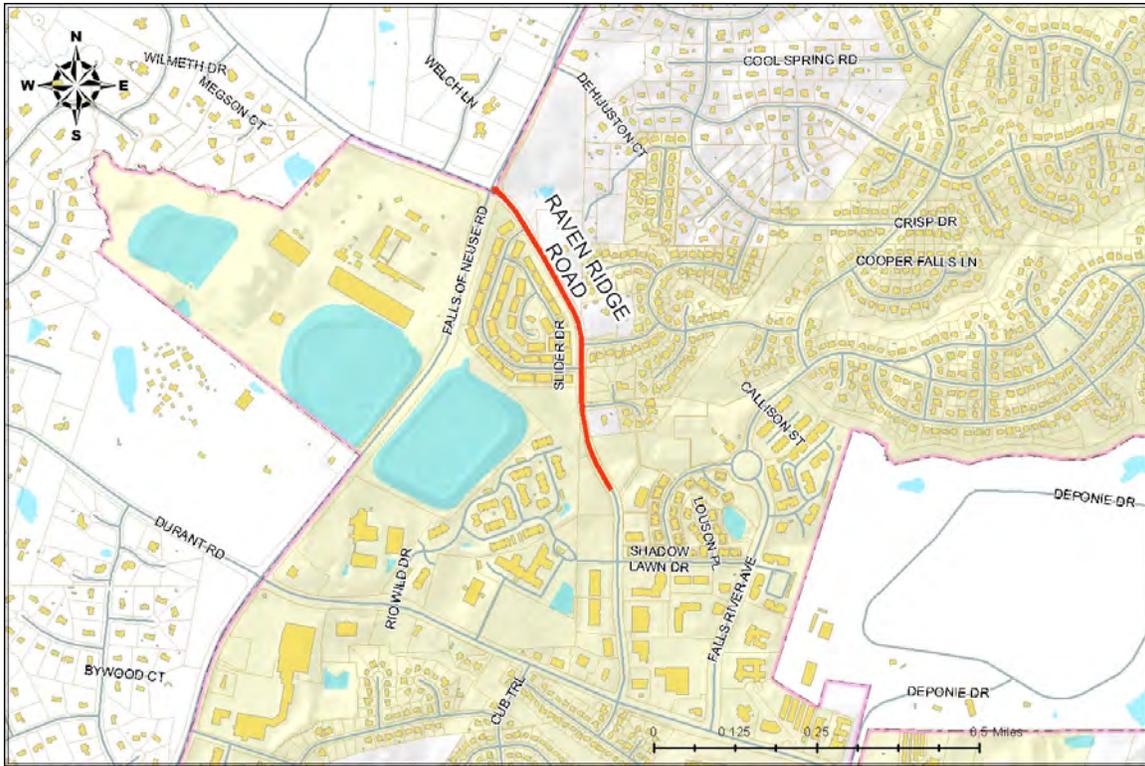
Construct a two-lane divided section on new location from Western Boulevard to Centennial Parkway

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project would traverse property currently owned by the Catholic Diocese and is surrounded by single family homes. The project area abuts the Dorothea Dix campus and area designated by NC State University for their proposed Spring Hill campus. The Pullen Road Extension provides a critical link for NCSU by creating a direction connection between their Central Campus and their Centennial Campus. It is anticipated this link will reduce traffic demand at Avent Ferry Road; Wolfline Transit services will also be rerouted to use the new street. It is anticipated that this project would be conducted as public/private partnership between the City, NCSU, and the Diocese.



Raven Ridge Road

Length: 0.51 Miles

Traffic Volume: 5,000 vpd

Estimated Cost: \$3,615,890

Scope

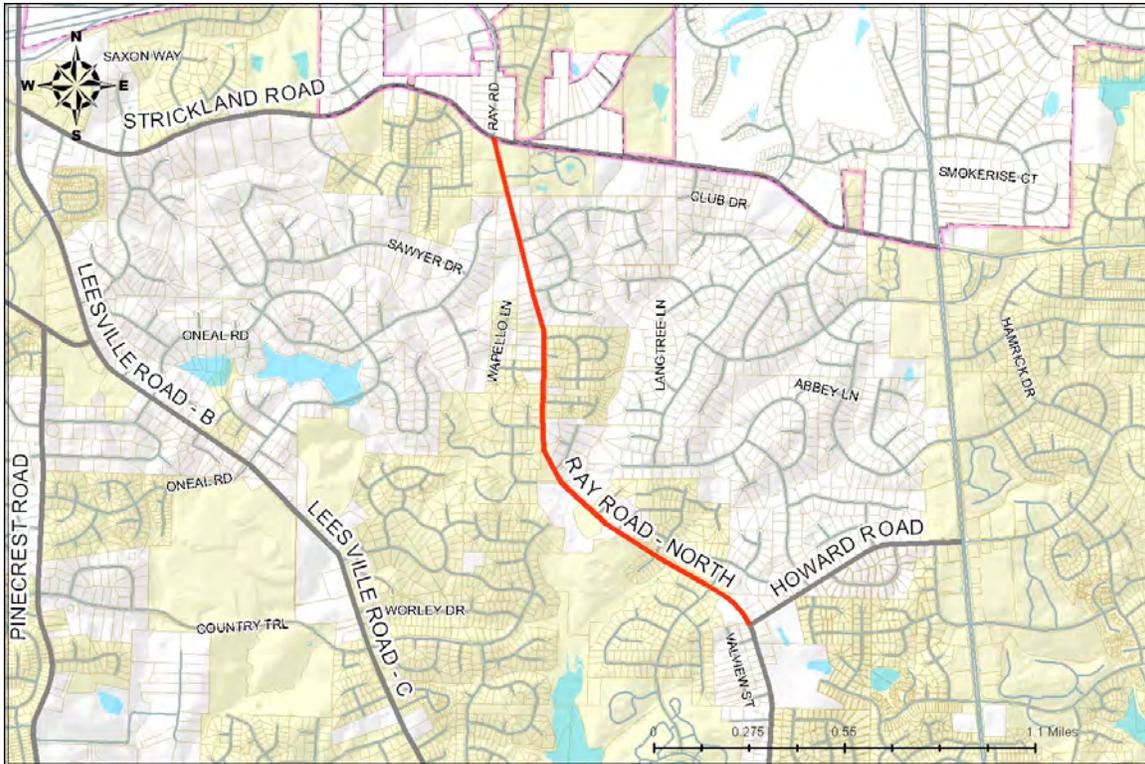
Widen to a three-lane section from Falls of Neuse Road to Shadowlawn Drive

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

The land uses along this project are a mix of retail, commercial, single family, and multi-family residential development. This project would provide much needed pedestrian connectivity to the Falls River commercial area and to the schools along Durant Road



Ray Road North

Length: 1.72 Miles

Traffic Volume: 8,822 vpd

Estimated Cost: \$10,252,274

Scope

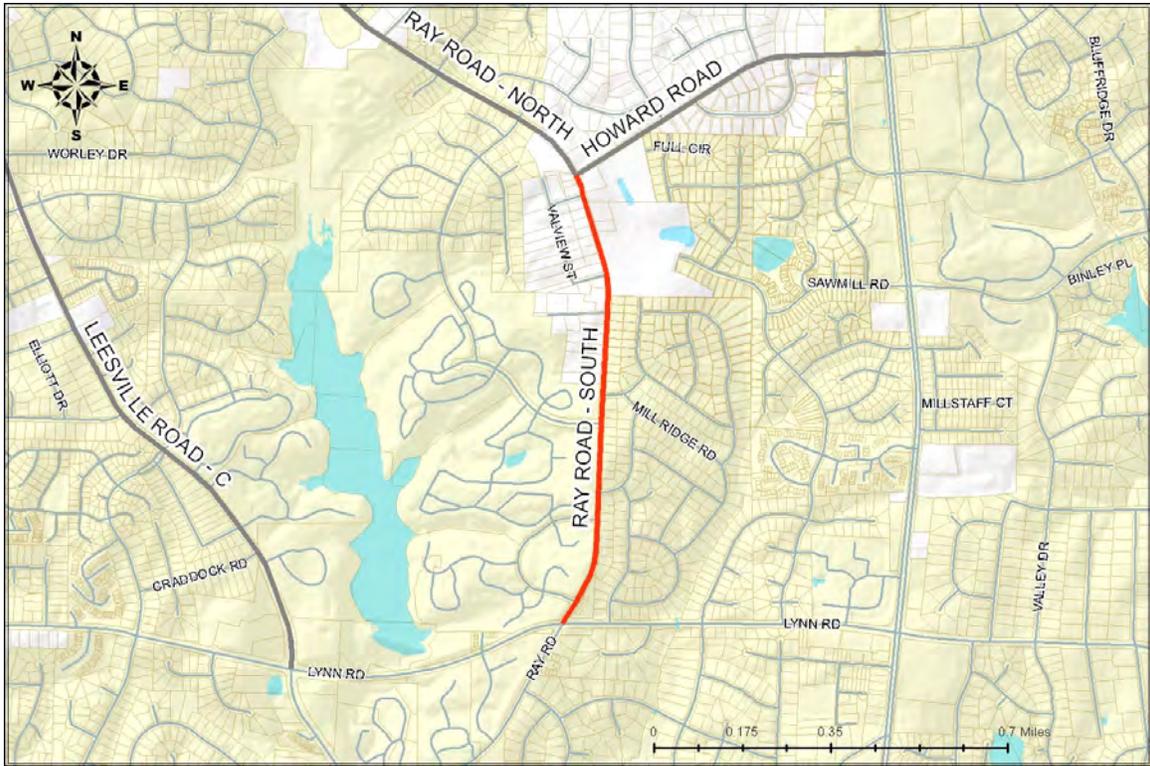
Widen to a three-lane section from Howard Road to Strickland Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project contains single family and multi-family residential uses, with a small retail center located at the northern terminus. This project is also adjacent to the Lake Lynn Park and Community Center, which will benefit from the improved pedestrian access generated by this project. Private development has previously installed some of the infrastructure required for this project. This project will connect with planned improvements along Howard Road and Strickland Road.



Ray Road South

Length: 0.92 Miles

Traffic Volume: 10,445 vpd

Estimated Cost: \$5,310,902

Scope

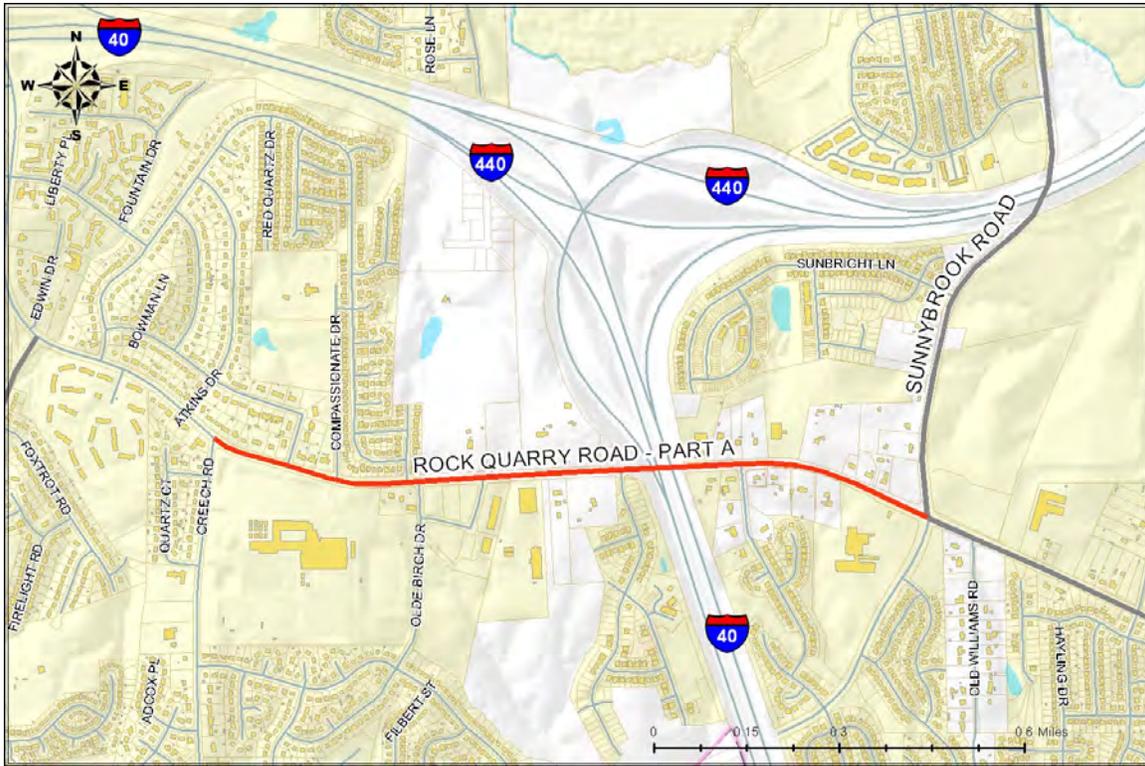
Widen to a three-lane section from Lynn Road to Howard Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This project contains single family and multi-family residential uses. This project will dovetail with planned improvements along Howard Road.



Rock Quarry Road - Part A

Length: 1.19 Miles

Traffic Volume: 15,000 vpd

Estimated Cost: \$14,138,844

Scope

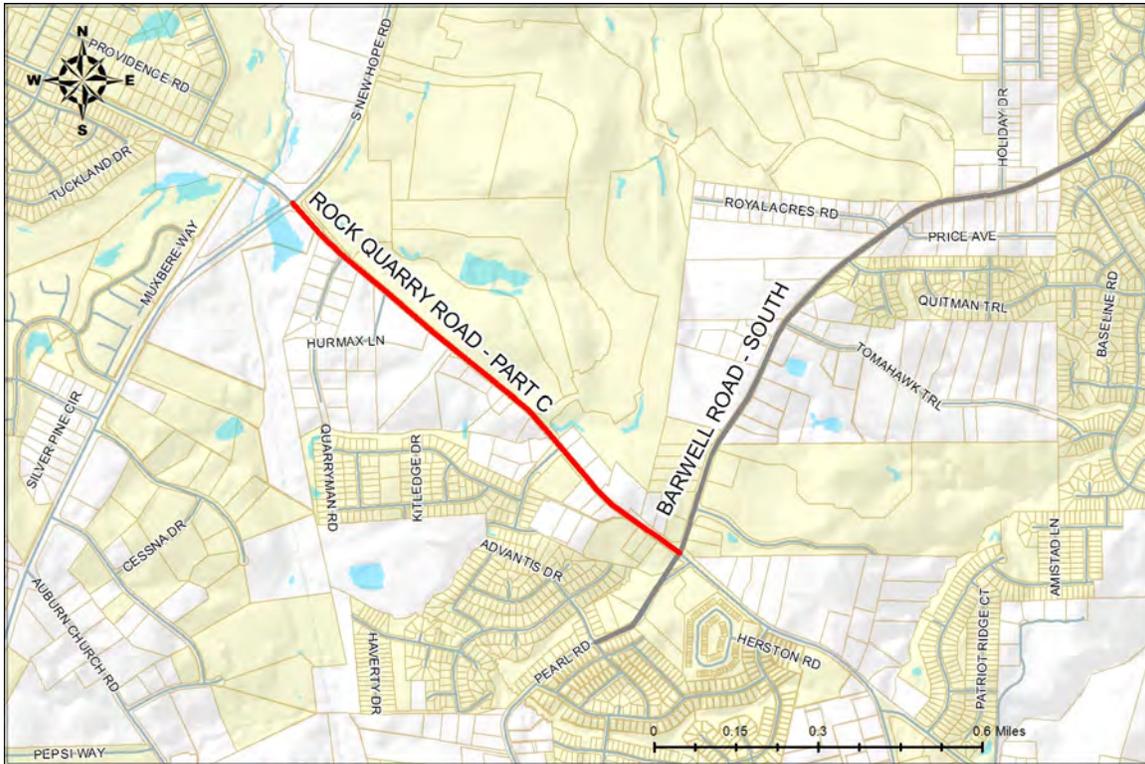
Widen to a four-lane median-divided section from Olde Birch Road to Sunnybrook Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction/Restriping

Community Context and Major Issues

This portion of Rock Quarry Road has a mix of retail, commercial, and single-family uses. Sunnybrook Road Elementary school is also located directly adjacent to project. This project will require the widening of the existing I-40 overpass and will eliminate a bottleneck within the Rock Quarry Road corridor.



Rock Quarry Road - Part C

Length: 0.95 Miles

Traffic Volume: 14,000 vpd

Estimated Cost: \$10,783,572

Scope

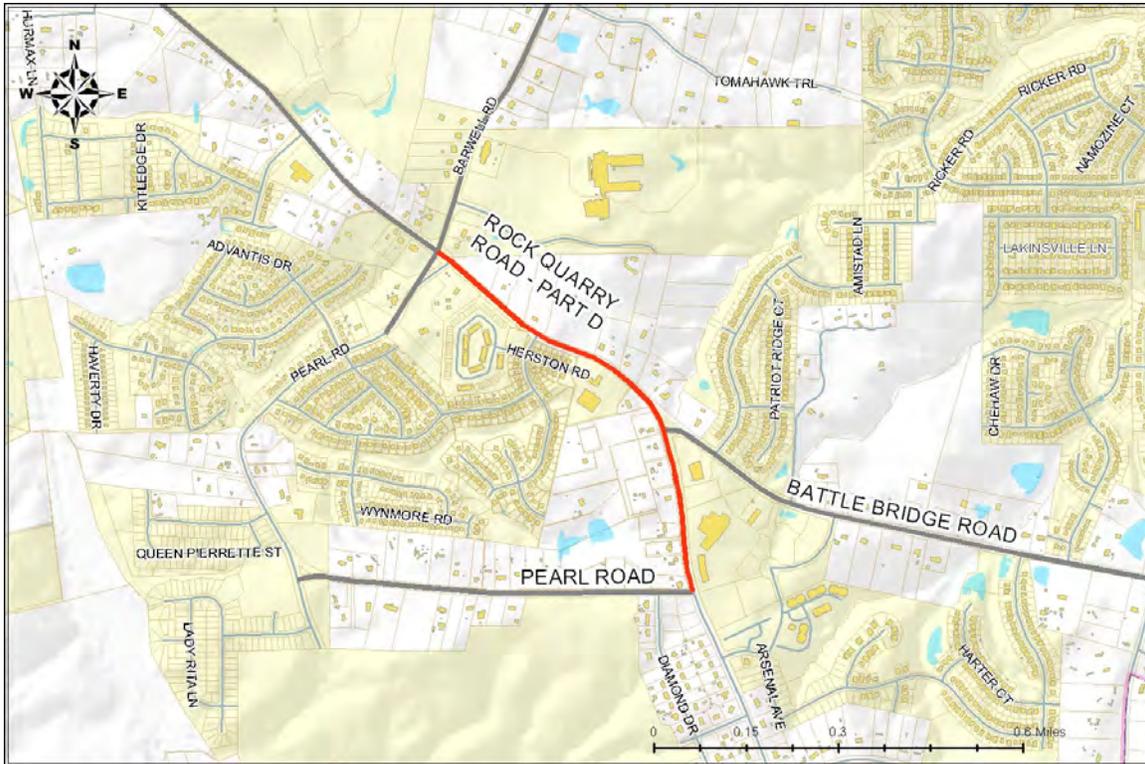
Widen to a four-lane median-divided section from New Hope Road to Barwell Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This project would extend improvements along Rock Quarry Road that were recently completed west of New Hope Road. Land uses in this corridor are predominantly single family residential; however there is planned retail use near the New Hope Road intersection. This project would also help connect the area to the Barwell Road elementary school and community center.



Rock Quarry Road - Part D

Length: 0.75 Miles

Traffic Volume: 10,400 vpd

Estimated Cost: \$7,617,132

Scope

Widen to a four-lane median-divided section from Barwell Road to Pearl Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This area principally contains single family residential uses, however there is a retail center located at the intersection with Battle Bridge Road. This project would improve access to the Barwell Road elementary school and community center complex.



Rogers Lane

Length: 0.86 Miles

Traffic Volume: 5,825 vpd

Estimated Cost: \$6,706,239

Scope

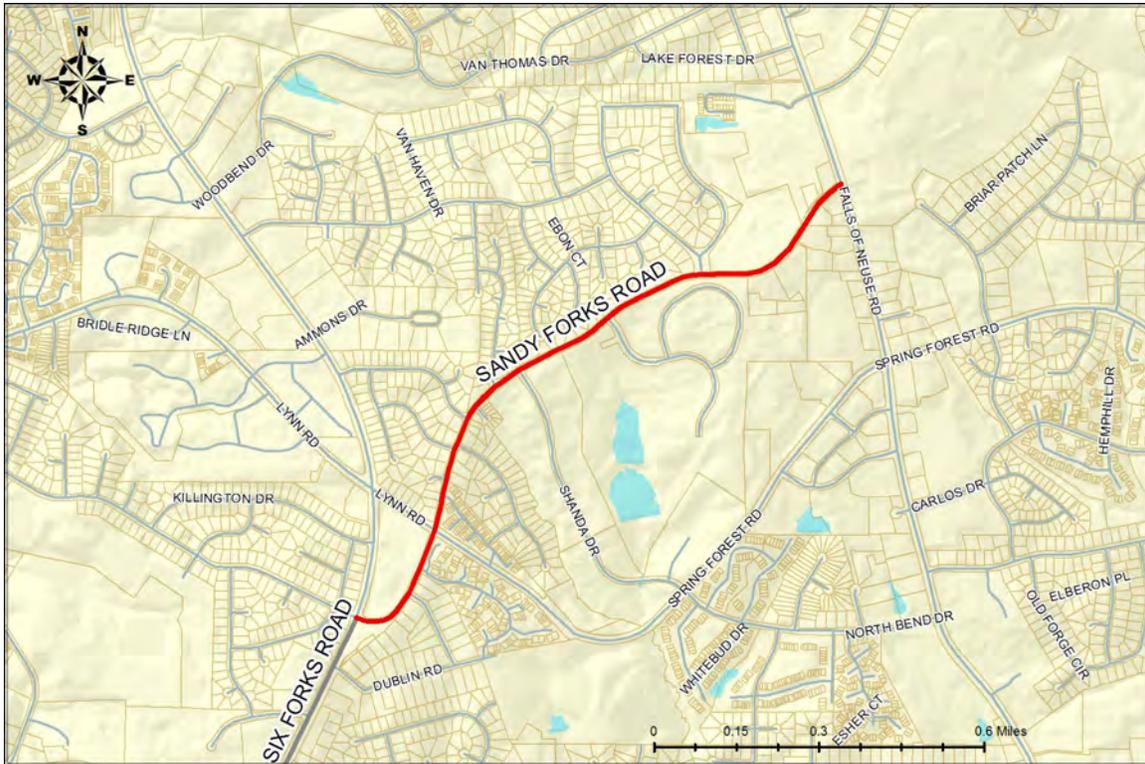
Widen to a four-lane median-divided section from Robbins Drive to Thunderidge Drive

Bicycle Plan Recommendations

Bicycle Lane - Restripe

Community Context and Major Issues

This project area is comprised of mostly single-family residential uses, however there is a large retail center located adjacent to the project at the northern end. This project would connect several segments of street improvements that were installed previously by private developments. This project would also improve accessibility for area residents to the Anderson Pointe Park area.



Sandy Forks Road

Length: 1.29 Miles

Traffic Volume: 10,000 vpd

Estimated Cost: \$1,800,000

Scope

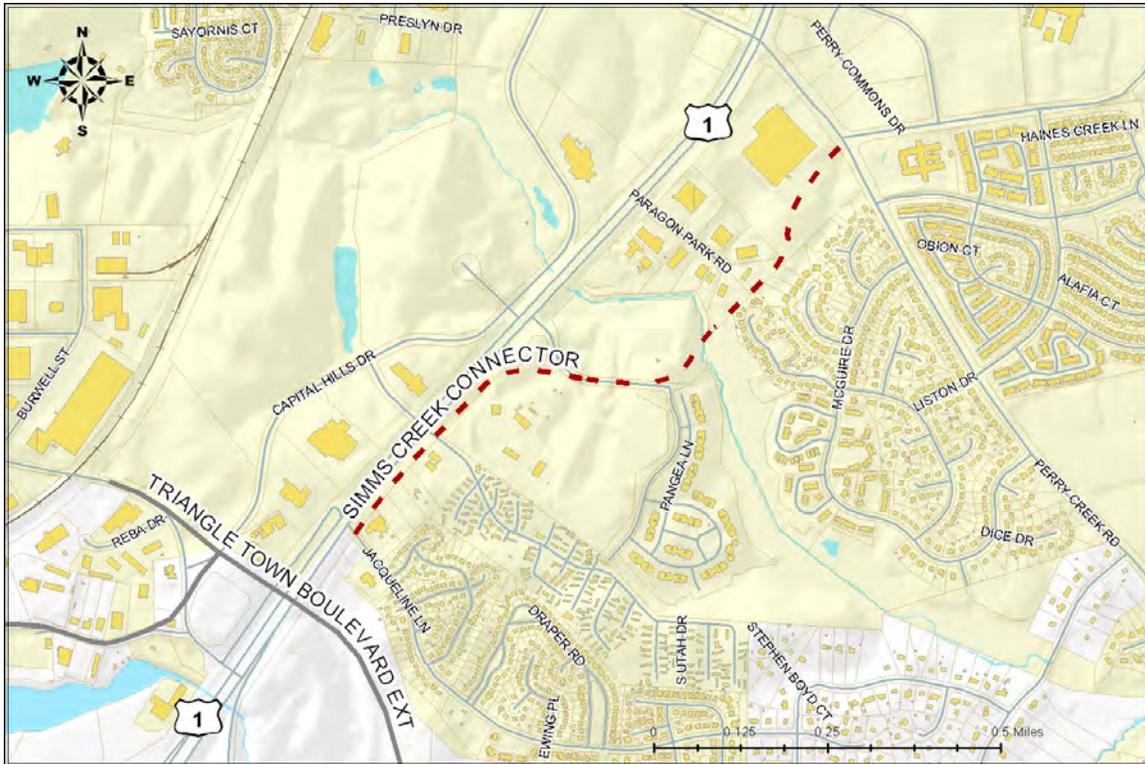
Widen to a three-lane section from Six Forks Road to Falls of Neuse Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction/Restriping

Community Context and Major Issues

This project area includes a mix of single family and multi-family residential, retail and commercial uses. The pavement along this project has deteriorated badly and the street is in need of upgrading. There is heavy existing pedestrian demand in this area. The addition of sidewalks will facilitate access to CAT Routes #2 and #8, which operate at each end of this project.



Simms Creek Connector

Length: 0.99 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$14,031,042

Scope

Construct a three-lane section on new location Jacqueline Lane to Perry Creek Road

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project is a component of the US 1 Corridor Plan that proposes to convert this portion of Capital Boulevard to a controlled-access freeway with an interchange at Durant Road and Perry Creek Road. This parallel street is necessary to facilitate alternative access for the existing multi-family residential and industrial users along this portion of US 1.



Six Forks Road

Length: 1.44 Miles

Traffic Volume: 44,000 vpd

Estimated Cost: \$22,560,000

Scope

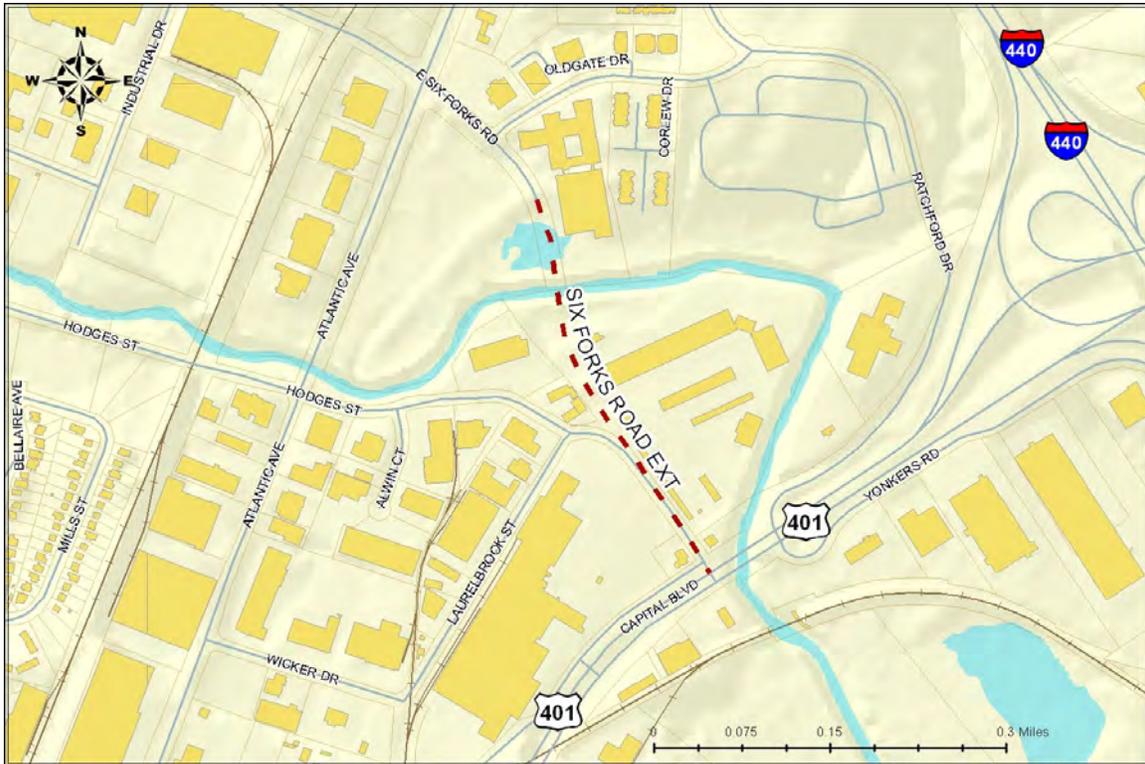
Widen to a six-lane median-divided section from Rowan Street to Sandy Forks Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This corridor includes a heavy mix of retail and commercial uses that are surrounded by a large number of single-family homes. There are also several churches located directly within the corridor. Six Forks Road is identified as a priority transit corridor and is currently served by CAT Route #8.



Six Forks Road Extension

Length: 0.35 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$13,531,352

Scope

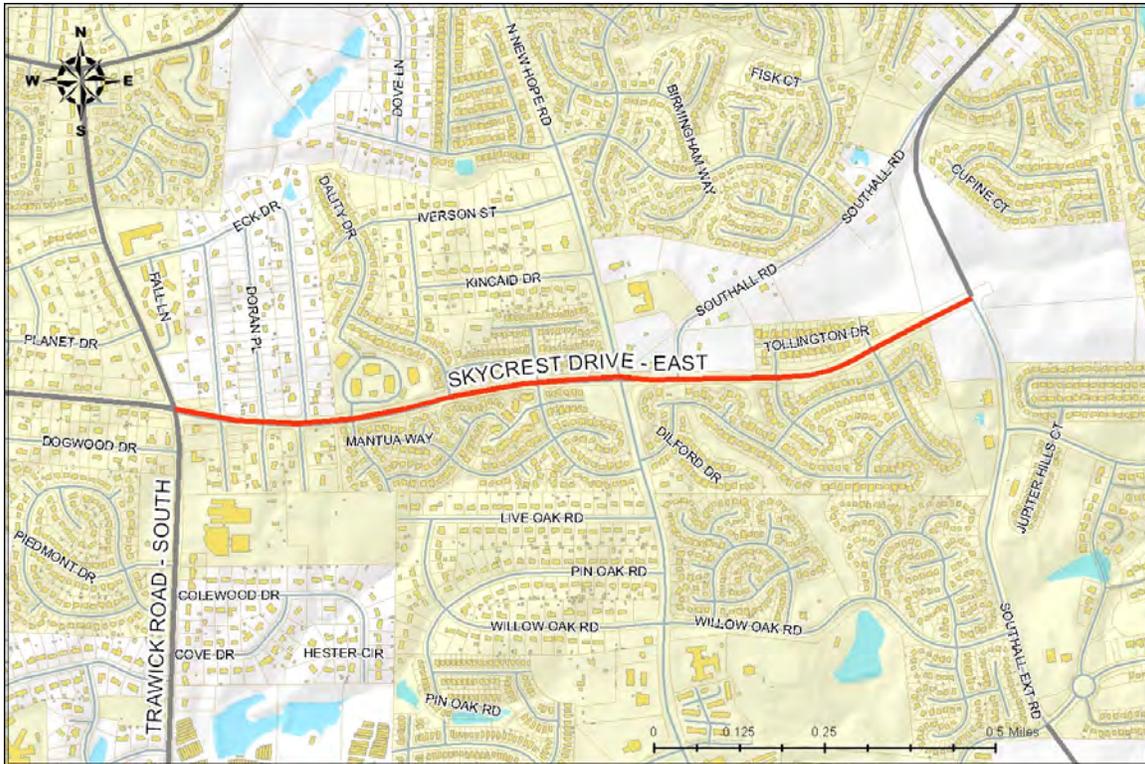
Construct a four-lane median-divided section on new location from Atlantic Avenue to Capital Boulevard

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project would extend Six Forks Road east of Atlantic Avenue and across Crabtree Creek. The alignment would supersede Hodges Street and connect directly with Capital Boulevard. There is a planned light rail station located near the western project terminus, and there are existing commercial, industrial, and multifamily uses in the area. This project will require coordination with the NC Department of Corrections as a portion of the alignment passes through state-owned property.



Skycrest Drive - East

Length: 1.2 Miles

Traffic Volume: 11,413 vpd

Estimated Cost: \$16,400,426

Scope

Widen to a four-lane median-divided section from Trawick Road to Southall Extension Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This portion of Skycrest Drive was originally constructed asymmetrically as two lanes of a four-lane median divided facility. Much of the right of way through this area has already been previously dedicated or otherwise acquired. Land uses in this area are predominantly single family residential.



Skycrest Drive - West

Length: 0.93 Miles

Traffic Volume: 10,000 vpd

Estimated Cost: \$11,699,740

Scope

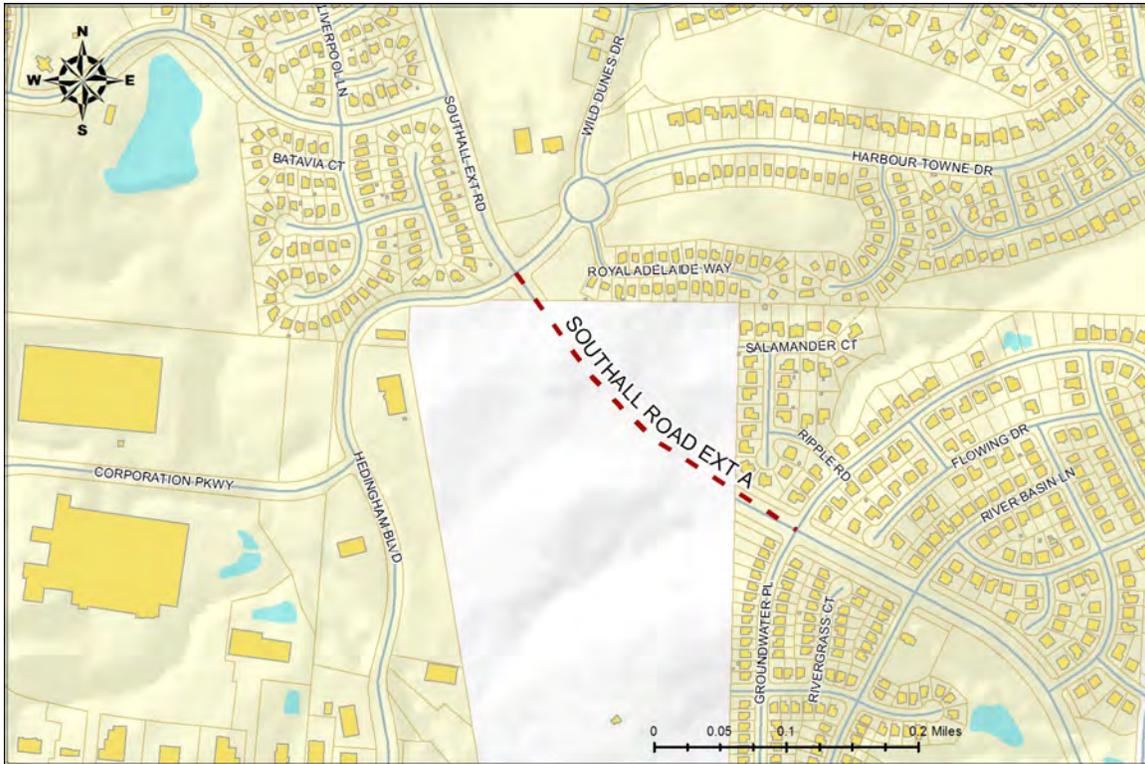
Widen to a four-lane median-divided section from Brentwood Road to Trawick Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This portion of Skycrest Drive is comprised of single family residences. There is a new city park located directly adjacent to this project.



Southall Road Extension A

Length: 0.29 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$3,764,994

Scope

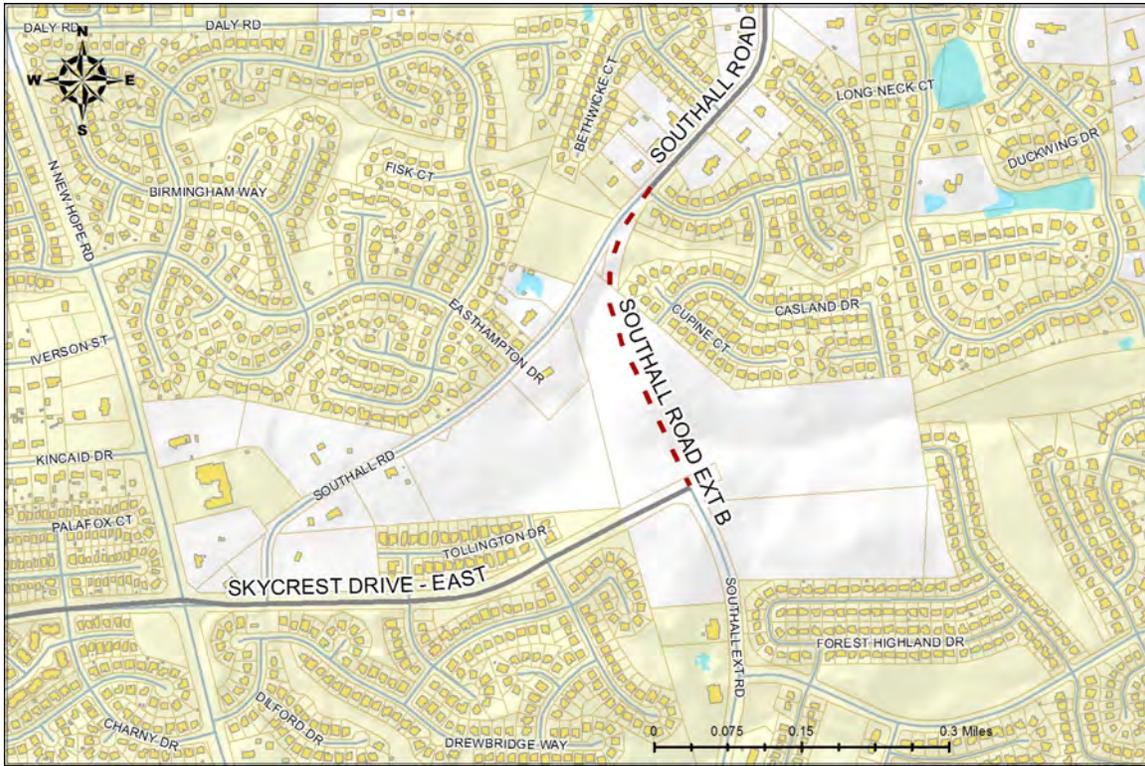
Construct a four-lane median-divided section on new location from Groundwater Place to Heddingham Boulevard

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project would cut through a single parcel that is currently vacant agricultural property. The street connection would link Heddingham directly with the New Bern Ave., Corridor.



Southall Road Extension B

Length: 0.33 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$4,989,859

Scope

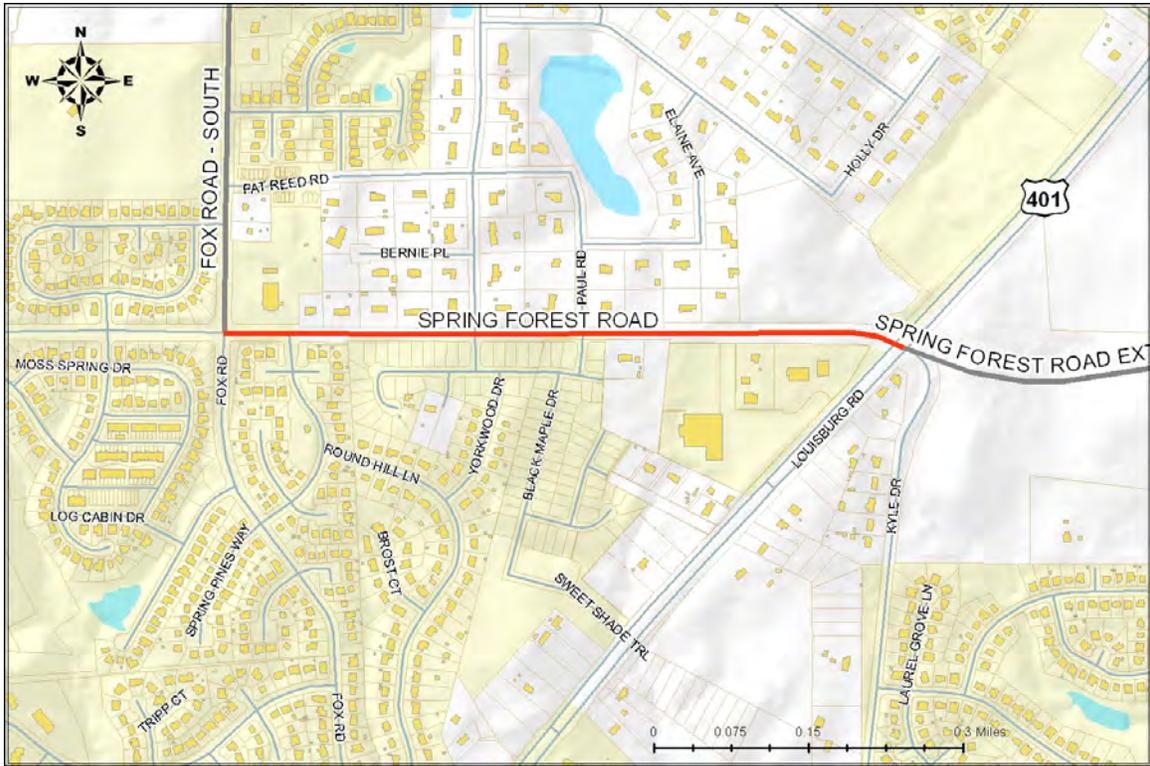
Construct a four-lane median-divided section on new location from Skycrest Drive to existing Southall Road at Amberfield Way

Bicycle Plan Recommendations

None

Community Context and Major Issues

The land surrounding this project is mostly vacant, however it has been zoned to support commercial and retail uses. There are also some single family residences located adjacent to the project area.



Spring Forest Road

Length: 0.66 Miles

Traffic Volume: 9,400 vpd

Estimated Cost: \$6,399,907

Scope

Widen to a four-lane median-divided section from Fox Road to Louisburg Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This project would widen the last remaining section of Spring Forest Road. Adjacent land uses are primarily single-family residential, with existing and proposed retail uses closer to Louisburg Road.



Spring Forest Road Extension

Length: 1.5 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$21,713,388

Scope

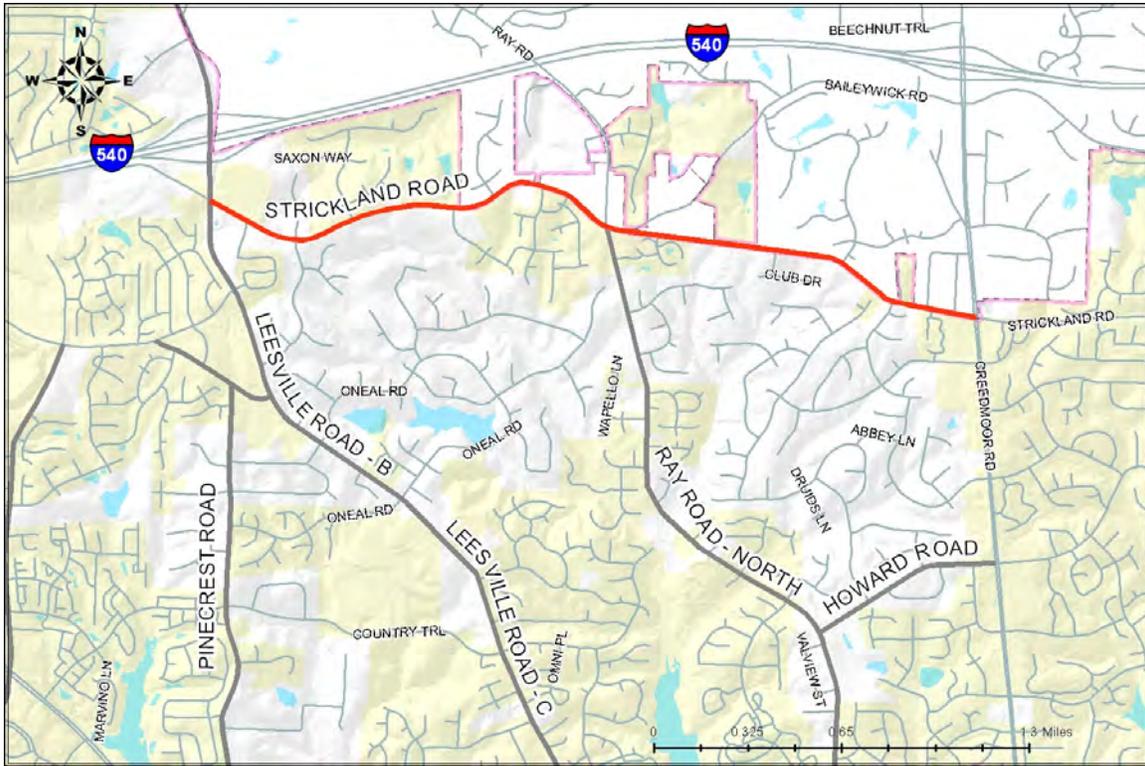
Construct a four-lane median-divided section on new location from Louisburg Road to Perry Creek Road Extension

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project would extend Spring Forest Road to connect to the Buffalo Rd., Corridor. All of the land required for this project is currently vacant and zoned for multifamily residential uses. The project would adjoin some proposed retail development near its eastern terminus. This project also facilitates the proposed extensions of Beckom Drive and. Creek Road that are being developed with the 5401 project.



Strickland Road

Length: 2.84 Miles

Traffic Volume: 9,100 vpd

Estimated Cost: \$28,271,459

Scope

Widen to a four-lane median-divided section from Leesville Road to Creedmoor Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This project. Consists mostly of single family residential uses, with retail areas located Near Strickland Rd., Ray Road, and Creedmoor road. Much of the residential development is low density due to the proximity of the Falls Lake watershed.



Sumner Boulevard Extension - North

Length: 1.06 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$13,340,000

Scope

Construct a four-lane median-divided section on new location from Ruritania Street to Greshams Lake Road

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This project area connects existing industrial and multifamily property south of I-540 with industrial property adjacent to Greshams Lake Road. This proposed street extension is part of the loop surrounding the cities Northeast Regional Center.



Sumner Boulevard Extension - South

Length: 0.4 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$6,091,478

Scope

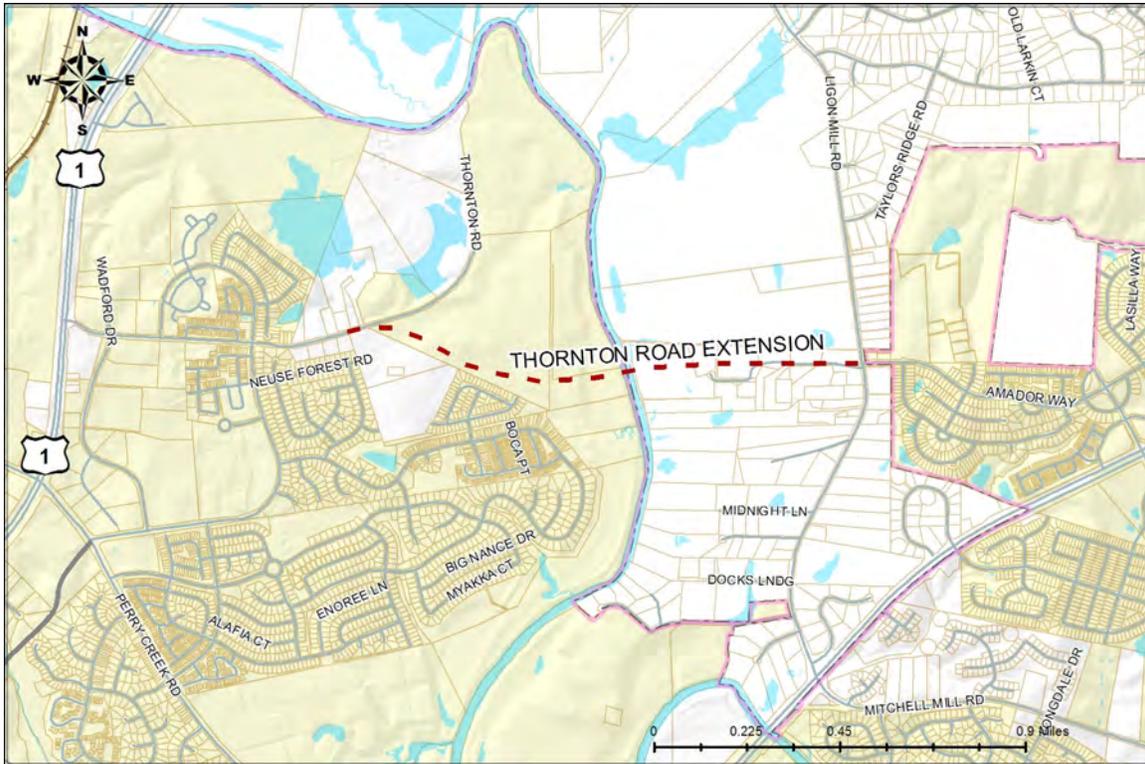
Construct a four-lane median-divided section on new location from Old Wake Forest Road to Capital Boulevard

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project area is adjacent to industrial and commercial property. This proposed street extension is part of the loop surrounding the cities Northeast Regional Center.



Thornton Road Extension

Length: 1.28 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$15,922,510

Scope

Construct a three-lane section on new location from existing Thornton Road to Ligon Mill Road

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project provides new connectivity for residents of the Thornton Road area, who have to rely upon the congested Capital Boulevard corridor for their access. This project area is composed of single family homes; the City also owns property for a proposed future park site. This project would include a new bridge over the Neuse River and would connect to Ligon Mill Road in the Town of Wake Forest’s jurisdiction. Joint funding from Wake Forest should be considered for this project in order to proceed.



Trailwood Drive

Length: 1.58 Miles

Traffic Volume: 5,625 vpd

Estimated Cost: \$8,817,221

Scope

Widen to a three-lane section from Lineberry Drive to Walnut Creek Greenway

Bicycle Plan Recommendations

Bicycle Lane - New Construction and Restripe

Community Context and Major Issues

This project area includes a mix of single family and multi-family residential uses. The project provides access to Centennial Campus via main Campus Drive. The southern portion of the street is served by CAT Route #11. Walnut Creek Greenway intersects the project just south of Avent Ferry Road. The existing bridge on Trailwood Road at Walnut Creek is slated to be replaced by NCDOT in 2014.



Trawick Road -South

Length: 1.15 Miles

Traffic Volume: 9,315 vpd

Estimated Cost: \$7,263,375

Scope

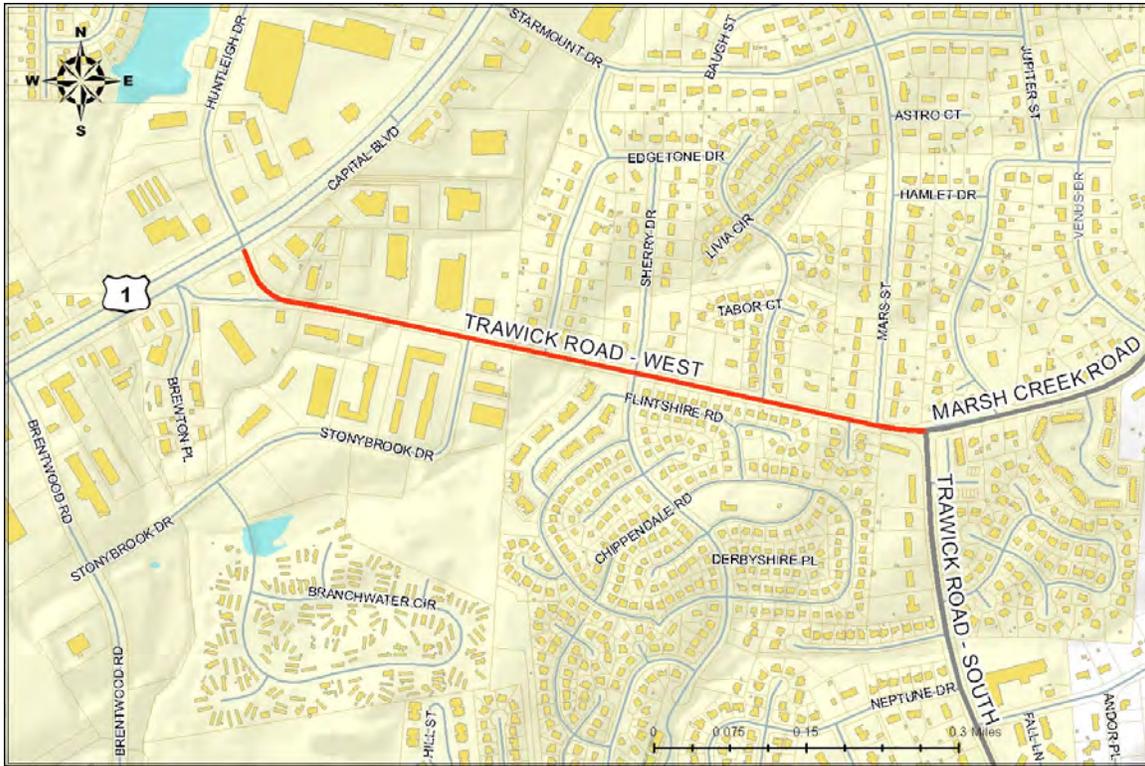
Widen to a three-lane section from Lake Woodard Drive to Marsh Creek Road

Bicycle Plan Recommendations

None

Community Context and Major Issues

The southern portion of Trawick Road features a combination of single family residential and retail development. Part of the corridor is served by CAT route #15L.



Trawick Road - West

Length: 0.71 Miles

Traffic Volume: 8,900 vpd

Estimated Cost: \$5,485,233

Scope

Widen to a three-lane section from Marsh Creek to Capital Boulevard.

Bicycle Plan Recommendations

None

Community Context and Major Issues

This part of Trawick Road includes single family, multi-family residential, commercial, and retail uses. This project will improve pedestrian accessibility to existing transit services (CAT Routes # 1 and #15L) at both ends of the project.



Triangle Town Boulevard Extension

Length: 0.8 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$22,238,319

Scope

Construct a four-lane median-divided section on new location I-540 Interchange to Greshams Lake Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

Land uses in this project area are currently vacant but are slated to provide higher-intensity retail and commercial uses. This project would connect to proposed improvements on Greshams Lake Road and are part of the Northeast Regional Center loop.



Trinity Road

Length: 0.47 Miles

Traffic Volume: 19,138 vpd

Estimated Cost: \$7,117,872

Scope

Widen to a four-lane median-divided section from Corporate Center Drive to Edwards Mill Road

Bicycle Plan Recommendations

Bicycle Lane - Restripe

Community Context and Major Issues

Trinity Road provides access for a mix of multi-family residential and commercial users. The project is also adjacent to Cardinal Gibbons High School and plays a role in special event traffic for the arena/stadium complex and the NC State Fairgrounds.



Tryon Road - Part C

Length: 1.1 Miles

Traffic Volume: 13,000 vpd

Estimated Cost: \$11,175,921

Scope

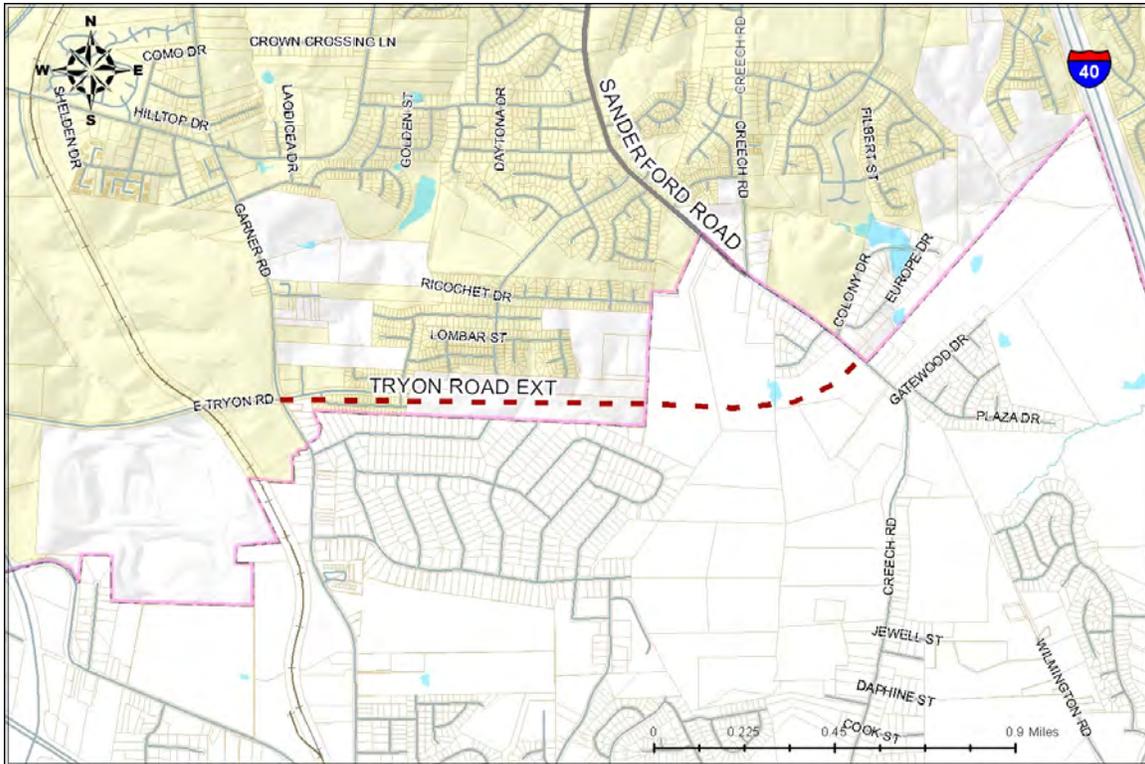
Widen to a four-lane median-divided section from Lake Wheeler Road to Par Drive

Bicycle Plan Recommendations

Bicycle Lane - New Construction

Community Context and Major Issues

This segment of Tryon Road is the last remaining section planned for widening. Adjacent land uses include single family homes, multi-family residential, retail uses, and a golf course. East of the project, NCDOT is slated to replace the bridge at NC Railroad and realign the roadway through the Renaissance Park area.



Tryon Road Extension

Length: 1.48 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$18,202,891

Scope

Construct a four-lane median-divided section on new location from Garner Road to Creech Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction/Restriping

Community Context and Major Issues

This project would extend Tryon Road east of its current terminus at Garner Road. It would also connect to the planned Sunnybrook Road Extension. Much of the land in this area is vacant and is planned for single family residential development.



TW Alexander Drive Extension

Length: 1.31 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$16,171,601

Scope

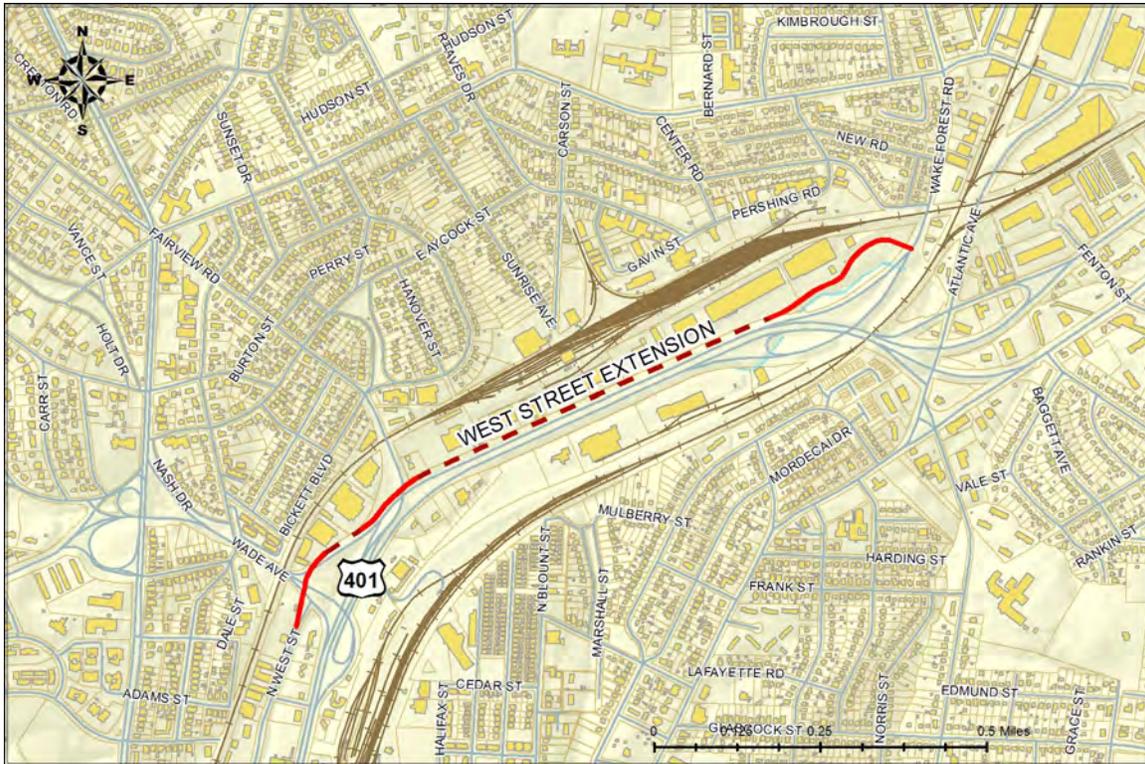
Construct a four-lane median-divided section on new location from Brier Creek Parkway to Leesville Road

Bicycle Plan Recommendations

None

Community Context and Major Issues

This planned street extension would connect the Brier Creek area with Harrington Grove. Land along the corridor is a mix of multifamily residential and agricultural uses.



West Street Extension - North

Length: 1.3 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$17,551,725

Scope

Construct a two-lane section on part new location from Wade Avenue to Wake Forest Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This project serves a mix of industrial and commercial uses along the Capital Boulevard corridor. This project was recommended as part of the Capital Boulevard Corridor Plan and will provide substantially improved access and redevelopment potential for these properties. The street will utilize portions of the existing frontage road infrastructure in this area and will support the proposed extension of the Pigeon House Branch Greenway.



West Street Extension - South

Length: 0.18 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$20,000,000

Scope

Construct a two-lane section on new location from Martin Street to Cabarrus Street

Bicycle Plan Recommendations

Yes - Bicycle Lanes New Construction

Community Context and Major Issues

This project is a supportive component of the proposed Raleigh Union Station project. It is currently under study by the city to determine cost, feasibility, and federal funding eligibility. This project will require some type of grade separation across the NC Railroad Corridor.



Western Boulevard

Length: 0.52 Miles

Traffic Volume: 36,000 vpd

Estimated Cost: \$8,051,406

Scope

Widen to a six-lane median-divided section from Gorman Street to Avent Ferry Road

Bicycle Plan Recommendations

Bicycle Lanes - Restripe

Community Context and Major Issues

This project is adjacent to the NC State University campus. The proposed six-lane improvements would connect to previous improvements made by the City west of Gorman Street. This project is currently served by CAT Routes #9 and #11, along with Wolfline services.



Western Boulevard Ext

Length: 1.35 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$13,699,091

Scope

Construct two lanes of a four-lane median-divided section asymmetrically on new location from I-40 to Buck Jones Road

Bicycle Plan Recommendations

Bicycle Lanes - New Construction

Community Context and Major Issues

This street extension is surrounded by single family and multi-family residential uses and will provide an important link from Raleigh into the Town of Cary. This project is proposed for construction as a two lanes of an ultimate four-lane section that can be improved in the future when travel demands warrant construction. The full right-of-way needed for the ultimate four-lane section is included in the project.



Winchester Drive Extension

Length: 0.53 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$8,781,665

Scope

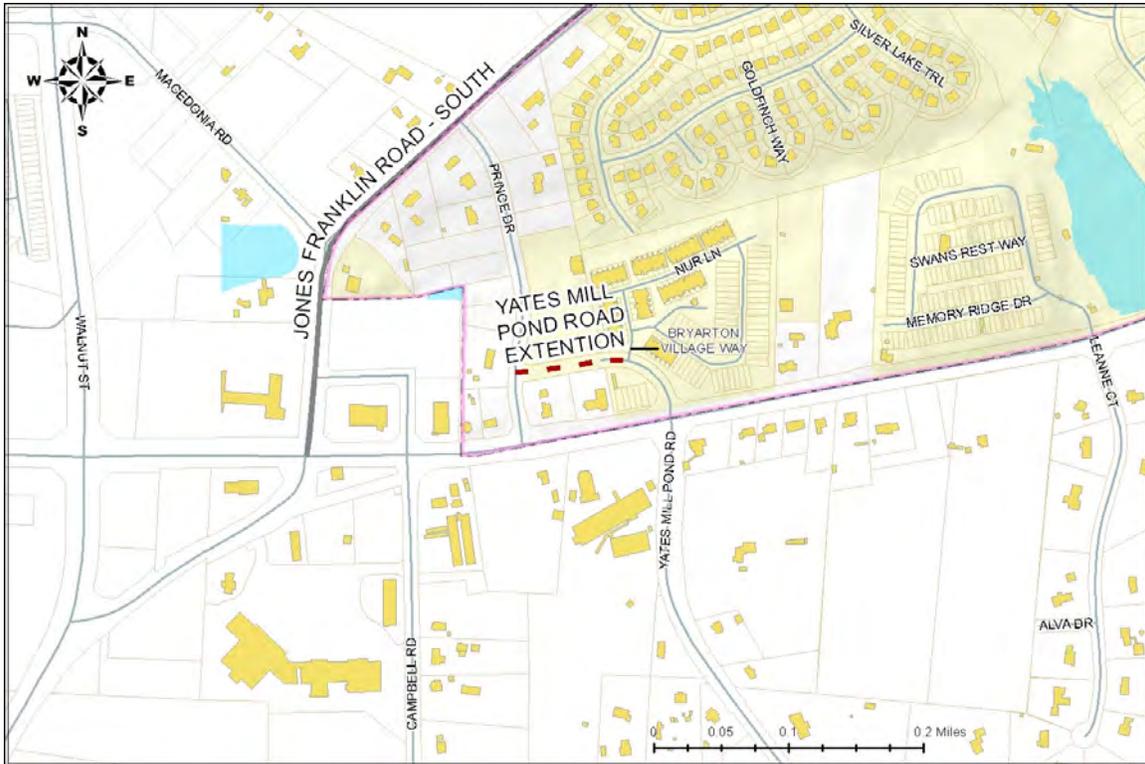
Construct a three-lane section on new-location from Kodiak Drive to Westborough Drive

Bicycle Plan Recommendations

None

Community Context and Major Issues

This project was recommended as part of the US 70 Corridor Plan and provides parallel circulation and alternate access to industrial and residential land uses along this portion of Glenwood Avenue. NCDOT is planning to improve this portion of US 70 as part of TIP Project U-2823, which will limit access along the corridor.



Yates Mill Pond Road

Length: 0.08 Miles

Traffic Volume: N/A vpd

Estimated Cost: \$862,277

Scope

Construct a two-lane section on new location from Prince Drive to Bryarton Village Way to Prince Drive

Bicycle Plan Recommendations

None

Community Context and Major Issues

This area is composed of single family and multi-family residential uses. The right-of-way for this project has been previously dedicated by private development. The street extension would improve circulation in this area and provide alternate access for existing properties that front along this portion of Tryon Road.