

### Appendix 3. Projects Table

The following table presents all of the identified on-road bicycle projects in the Wake Forest Bicycle Plan. Table legends are included below.

#### *Recommended Treatments Legend:*

-  Bike Lanes
-  Paved Shoulders (shoulder section)
-  Wide Striped Shoulders (curb and gutter)
-  Wide Outside Lanes
-  10' Multi-Purpose Path
-  Sharrows (Shared lane markings)
-  Share the Road Signage
-  Landscaping
-  Recommended Speed Limit

#### *Recommended User Legend:*

-  Fast Commuter Cyclist
-  Utility Cyclist
-  Leisure Cyclist
-  Child Cyclist

**Town of Wake Forest Bicycle Plan**  
Section 1: Introduction and Goals

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Map ID	Segment	Current Conditions	Transportation Plan	Interim Recommendations	Ultimate Recommendations	Purpose & Linkages
1	N White St – County line to Juniper Ave	21' two-lane roadway, 60' Right-of-Way, 40 mph, no curb-and-gutter, Right-of-Way constrained due to railroad on one side. Numerous residential driveways and ditches on east side create potential space limitations; curb and gutter is present on the eastern side of the roadway from	45' back-to-back, 70' Right-of-Way, 45 mph, curb-and-gutter, 14' lanes & 12' center turn lane, wide outside lane to accommodate Utility Cyclists and 10' multi-purpose lane on one side to accommodate Leisure Cyclists.	Add STR Signage; consider reducing speed limit to 35 mph to accommodate Utility Cyclists. Work with Wake County to ensure continuity.	Wide Striped Shoulders to accommodate Fast Commuter Cyclists within 48' – 50' back-to-back, two-lane street with center turn lane and 35 mph limit.	Forms a north-south bicycle corridor with links between subdivisions and NE Neighborhood to job centers, downtown and Flaherty Park. Recreational and transportation bike trips. Achieves a pedestrian and bicycle friendly vibrant downtown center. Provides links to Wake Forest Elementary School.
2	N White St – Juniper Ave to Spring St	21' two-lane roadway, 45' Right-of-Way, 35 mph, Right-of-Way constrained on the RR track side.	35' back-to-back, 60' Right-of-Way, two-lanes, 35 mph, 15' wide outside lane to accommodate Fast Commuter bicyclists.	Add STR Signage to accommodate Utility Cyclists.	Bike Lanes to accommodate Leisure Cyclists within 35' – 37' back-to-back two-lane street.	
3	N White St – Spring St to Roosevelt Ave	35' back-to-back with center turn lane at Roosevelt AVE. intersection, 50' Right-of-Way, 25 mph speed limit.	35' back-to-back, 50' Right-of-Way, 25 mph, no center turn lane.	Add STR Signage to accommodate Utility Cyclists.	Wide Striped Shoulders with Sharrow Markings when on-street parking is present in existing 35' back to back street to accommodate Utility Cyclists.	
4	S White St – Roosevelt Ave to Elm Ave	42' back-to-back with center turn lane at Roosevelt AVE intersection, parking on both sides, 25 mph speed limit.	42' back-to-back, 50' Right-of-Way, 25 mph, no center turn lane.	White St Streetscape Plan, width accommodates Child & Leisure Cyclists.	Sharrow Markings to accommodate Utility Cyclists with on-street parking, wide sidewalks, and narrow lanes.	
5	S. Main St – South Ave to Holding Ave	29' back-to-back, 50' Right-of-Way, curb-and-gutter, 35 mph, two-lanes, parking on one side.	29' back-to-back, 50' Right-of-Way, curb-and-gutter, 35 mph, two-lanes, same as existing.	Add STR Signage to accommodate Utility Cyclists. Consider removing on-street parking to center the street and widen shoulders from Elm Ave to Holding Ave.	Sharrow Markings to accommodate Utility Cyclists. Remove on-street parking from Elm Ave south and center the two-lane road markings.	
6	S. Main St – Holding Ave to 98 Bypass	40' back-to-back, 60' Right-of-Way, curb-and-gutter, 35 mph, two-lanes, center turn lane at intersections.	40' back-to-back, 70' Right-of-Way, curb-and-gutter, 35 mph, two-lanes, center turn lane at intersections, wide outside lane to accommodate Fast Commuter Cyclists.	Add STR Signage to accommodate Fast Commuter Cyclists.	Wide Striped Shoulders to accommodate Utility Cyclists. Reconfigure center turn lane to provide more consistent shoulder widths.	
7	S. Main St – 98 Bypass to Rogers Rd	Forbes to Rogers three lane, 85-90' Right-of-Way, 36' of pavement with curb-and-gutter on one side. Forestville Rd. to Forbes Rd, 60' Right-of-Way two-lanes.	69' back-to-back, five lanes, 45 mph, curb-and-gutter, wide outside lane to accommodate Fast Commuter / Utility Cyclists.	Add STR Signage to accommodate Fast Commuter Cyclists, reduce speed limit to 35 mph.	Wide Striped Shoulders to accommodate Utility Cyclists. Construction Plans are being prepared for a three-lane configuration to in a 48' back-to-back section.	
8	S Main St – Rogers Rd to Capital Blvd	69' back-to-back, 100' Right-of-Way, five lanes, 45 mph, curb-and-gutter, wide outside lane to accommodate Fast Commuter Cyclists. This link is currently a high-traffic segment with various driveway conflicts.	69' back-to-back, five lanes, 45 mph, curb-and-gutter, wide outside lane to accommodate Fast Commuter Cyclists.	Add STR Signage to accommodate Fast Commuter Cyclists, reduce speed limit to 35 mph.	Bike Lanes to accommodate Utility Cyclists. Create transition at Rogers Road intersection to dual adjacent multi-purpose trails to accommodate Leisure Cyclists and pedestrians.  Driveway treatments including colored aprons and signage as well.	
9	Ligon Mill Road – Agora Dr to Durham Rd	Future Road: road does not exist.	45', 90' Right-of-Way, three lanes, 35 mph, curb-and-gutter, wide outside lane to accommodate Fast Commuter Cyclists	Future road: road does not exist.	Bike Lanes to accommodate Utility Cyclists. Reconfigure lanes to provide bike lanes in 46-48' back-to-back cross-section.	
10	Ligon Mill Road – Durham Rd to S Main St	Future Road: road does not exist.	70', 90' Right-of-Way, four lanes divided by landscaped median, curb-and-gutter, wide outside lane to accommodate Fast Commuter Cyclists.	Future Road: road does not exist.	Bike Lanes to accommodate Utility Cyclists. Reconfigure lanes & median to provide bike lanes.	
11	Ligon Mill Road – S Main St to Burlington Mills Rd	24', 60' Right-of-Way, 45 mph, no curb-and-gutter	45', 70' Right-of-Way, three lanes, curb-and-gutter, wide outside lane to accommodate Fast Commuter Cyclists.	Add STR Signage to accommodate Utility Cyclists, reduce speed to 35 mph from South Main St. to the RR Crossing.	Bike Lanes to accommodate Utility Cyclists. Reconfigure lanes to provide bike lanes in 46' - 52' back-to-back cross section.	
12	Ligon Mill Road – Burlington Mills Rd to US 401	21', 60' Right-of-Way, 45 mph, no curb-and-gutter	36', 90' Right-of-Way, two-lanes, 45 mph, center turn lane at intersections, no curb-and-gutter, wide outside lane to accommodate Fast Commuter Cyclists.	Add STR Signage to accommodate Utility Cyclists.	Wide Striped Shoulders to accommodate Fast Commuter Cyclists. Reconfigure lanes in 41' - 44' cross section as needed to accommodate striped shoulders and center turn lanes at intersections.	

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13	Forestville Road – Rogers Rd to Burlington Mills Rd	19' two-lane roadway, 45 mph, 60' Right-of-Way, no curb-and-gutter	70' back-to-back, 45 mph, 110' Right-of-Way, four lanes, landscaped median, wide outside lane for Fast Commuter Cyclists.	Add STR Signage to accommodate Utility Cyclists. Pave shoulders within existing Right-of-Way.	Wide Striped Shoulder to accommodate Fast Commuter Cyclists.	Forms a major north-south bicycle corridor linking residences to the Town Center, Heritage High School and future greenway trails.
14	Forestville Road –Burlington Mills Rd to US 401	19' two-lane roadway, 45 mph, 60' Right-of-Way, no curb-and-gutter	70' back-to-back, 45 mph, 110' Right-of-Way, four lanes, landscaped median, wide outside lane for Fast Commuter Cyclists.	Add STR Signage to accommodate Utility Cyclists. Pave shoulders within existing Right-of-Way.	Wide Striped Shoulder to accommodate Fast Commuter Cyclists.	
15	Heritage Lake Rd – 98 Bypass to Rogers Rd	45' back-to-back, three-lane roadway, 35 mph, 90' Right-of-Way, some curb-and-gutter (northern section under construction)	45' back-to-back, three-lane roadway, 35 mph, 90' Right-of-Way, curb-and-gutter, wide outside lane for bicyclists.	Add STR Signage to accommodate Utility Cyclists.	Wide Striped Shoulder to accommodate Utility Cyclists. Amend cross section to 46' – 52' back-to-back. 10' multi-purpose path to accommodate Child / Leisure Cyclists.	
16	Franklin St – Roosevelt Ave to 98 Bypass	69' roadway, 25 mph, 90' Right-of-Way, curb-and-gutter	69' roadway, five lanes, 35 mph, 90' Right-of-Way, curb-and-gutter.	Elm St to Holding Ave: construction in progress. Wide outside lanes will accommodate Leisure Cyclists.	Bike Lanes to accommodate Leisure Cyclists. Franklin St Streetscape currently under construction to provide two-lanes, landscaped median, and roundabouts,	North-south bicycle corridor extending from Miller Park, through the center of a planned traditional neighborhood development and to Rogers Road in close proximity to developed greenway trails.
17	Franklin St – 98 Bypass to Rogers Rd	Future road: road does not exist.	69' roadway, five lanes, 35 mph, 90' Right-of-Way, curb-and-gutter.	Future road: road does not exist.	Holding Village Subdivision Plans with Wide Outside Lanes and Sharrows to accommodate Leisure Cyclists. Bike Lanes south of Holding Village Center to Rogers Rd to accommodate Utility Cyclists.	
18	Purnell Rd – Fairlake Dr to Capital Blvd	21' two-lane roadway, 45 mph, 60' Right-of-Way, Mountain to Sea Trail.	None	Limited area within jurisdiction. Plan for regional significance; include STR signage to accommodate Fast Commuter Cyclists.	Wide Striped Shoulder to accommodate Utility Cyclists.	Forms a major east-west bicycle corridor with regional connections to the Mountain to Sea Bicycle Route and local connection to Joyner Park.
19	Harris Road – Capital Blvd to Oak St	21', 60' Right-of-Way, two-lanes, 45 mph, no curb-and-gutter	36', 90' Right-of-Way, 45 mph, center turn lane at intersections, no curb-and-gutter.	Add STR Signage to accommodate Utility Cyclists.	10' multi-purpose path on north side to accommodate Leisure Cyclists.	
20	Harris Road – Oak St to N. Main St	27', 90' Right-of-Way, two-lanes, 45 mph, no curb-and-gutter	40' back-to-back, 90' Right-of-Way, 45 mph, two-lanes with center turn lane at driveways & intersections, curb-and-gutter	Add STR Signage to accommodate Utility Cyclists.	10' multi-purpose path on north side to accommodate Leisure Cyclists.	
21	Planned North Loop – N. Main St to Oak Grove Church Rd	Future road: road does not exist.	36' roadway, 90' Right-of-Way, two-lanes, center turn lane at intersections, 45 mph, no curb-and-gutter.	Future road: road does not exist.	10' Multi-Purpose Path on both sides to accommodate Leisure Cyclists.	
22	Jenkins Rd – Thompson Mill Rd to Capital Blvd	21' two-lane roadway, 35 mph, 60' Right-of-Way, no curb-and-gutter	30' two-lane roadway, 45 mph, 70' Right-of-Way, wide outside lane & multi-purpose path for bicyclists.	Add STR Signage to accommodate Fast Commuter Cyclists.	Wide Striped Shoulder to accommodate Utility Cyclists. Amend cross section to 34' two-lane street.	Forms a major east-west bicycle corridor linking students to Wake Forest-Rolesville High School.
23	Stadium Dr – Capital Blvd to Rock Springs Rd	22', 60' Right-of-Way, two-lanes, 35 mph, center turn lane at some intersections, some curb-and-gutter	40' back-to-back, 35 mph, 70' Right-of-Way (two-lanes with center turn lane at driveways & intersections).	Add STR Signage to accommodate Fast Commuter Cyclists.	Wide Striped Shoulders to accommodate Utility Cyclists. Amend to increase ROW and provide for a 46' - 52' cross section to accommodate wide striped shoulders in three-lane sections. 10' multi-purpose path on south side to accommodate Leisure Cyclists.	
24	Stadium Dr – Rock Springs Rd to Wingate St	52' two-lane roadway, 25 mph, 70' Right-of-Way	53' back-to-back, 35 mph, 70' Right-of-Way, four lanes, no median treatment.	Add STR Signage to accommodate Fast Commuter Cyclists.	Sharrow Markings to accommodate Leisure Cyclists. Amend to reduce speed to 25 mph, provide three-lanes at 11' wide, with angle parking on one side or on street parking on both sides.	

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25	Burlington Mills Road – Capital Blvd to Ligon Mill Rd	27' two-lane roadway, 45 mph, 60' Right-of-Way, no curb-and-gutter	69' back-to-back, 45 mph, 90' Right-of-Way, five lanes, curb-and-gutter, wide outside lane for Fast Commuter cyclists.	Add STR Signage to accommodate Fast Commuter Cyclists.	Wide Striped Shoulders to accommodate Utility and Fast Commuter Cyclists. Amend to provide 73' - 77' back-to-back cross section. 10' multi-purpose path to accommodate Leisure Cyclists.	Forms a major east-west bicycle corridor linking to future greenway trails.
26	Burlington Mills Road –Ligon Mill Rd to Forestville Rd	27' two-lane roadway, 45 mph, 60' Right-of-Way, no curb-and-gutter	69' back-to-back, 45 mph, 90' Right-of-Way, five lanes, curb-and-gutter, wide outside lane for Fast Commuter cyclists.	Add STR Signage to accommodate Fast Commuter Cyclists.	Wide Striped Shoulders to accommodate Utility and Fast Commuter Cyclists. Amend to provide 73' - 77' back-to-back cross section. 10' multi-purpose trail to accommodate Leisure Cyclists; Wide Outside Lanes for Fast Commuter Cyclists.	
27	Jones Dairy Rd – 98 Bypass to Averette Rd	19' two-lane roadway, 50 mph, 60' Right-of-Way, no curb-and-gutter	69' back-to-back, 45 mph, 90' Right-of-Way, five lanes, curb-and-gutter, wide outside lane for Fast Commuter cyclists.	Add STR Signage to accommodate Utility Cyclists.	Wide Striped Shoulders to accommodate Utility and Fast Commuter Cyclists and 10' multi-purpose trails to accommodate Leisure Cyclists where possible.	Links residences to future greenways, a commercial center locally, and Rolesville regionally.
28	East Wait Ave (NC 98) – Allen Rd to Jones Dairy Rd	24' two-lane roadway, 35 mph, 60' Right-of-Way, no curb-and-gutter	45' back-to-back, three lanes, 35 mph, 70' Right-of-Way, curb-and-gutter, wide outside lane for bicyclists.	Add STR Signage to accommodate Utility Cyclists.	Bike Lanes to accommodate Utility and Leisure Cyclists. Amend to provide 46' – 49' back-to-back cross section.	Links residences to the major east-west bicycle corridor and the future Reservoir greenways locally and provides a regional connection to Franklin County.
29	East Wait Ave (NC 98) - Jones Dairy Rd to NC 96	20' two-lane roadway, 35 mph, 60' Right-of-Way, no curb-and-gutter	70' back-to-back, four lanes, 45 mph, 110' Right-of-Way, landscaped median, curb-and-gutter, wide outside lane & multi-purpose path for bicyclists.	Add STR Signage to accommodate Fast Commuter Cyclists. Add Wide Outside Lane for this rural route.	Bike Lanes to accommodate Utility and Leisure Cyclists.	
30	Friendship Chapel Rd	Future road: road does not exist.	N/A	Add STR Signage to accommodate Utility Cyclists.	Bicycle Lanes and Sharrows inside Holding Village development.  Gateway Commons – Heritage Lake to Jones Dairy Rd, 10' multi-purpose path to accommodate Child & Leisure Cyclists.	East-west corridor through the center of a planned traditional neighborhood development to future greenway trails.
31	98 Bypass – Wait Ave to Durham Road	75' 4-lane roadway (12' inside lane, 14' outside lane), 45 mph, 150' Right-of-Way, landscaped median with curb-and-gutter	75' 4-lane roadway, 45 mph, 150' Right-of-Way, landscaped median with curb-and-gutter with 10' multi-use path on one side	Add STR Signage to accommodate Fast Commuter Cyclists.	10' multi-use path to accommodate Child & Leisure Cyclists.	Major east-west link through town. Many nearby developments already have reserved land for easy greenway connections to proposed multi-use path. Multi-use path will make it safe and comfortable to travel on high-speed, high-traffic volume road.
32	N. Main St – North Ave to Cedar Ave	53' two-lane roadway with landscaped median, parallel parking, 25 MPH, 85' Right-of-Way, curb-and-gutter	56' two-lane roadway with landscaped median, parallel parking, 35 MPH, 85' Right-of-Way, curb-and-gutter. Bike Facility: Shared lane.	Add STR Signage to accommodate Utility Cyclists.	Sharrow Markings to accommodate Utility and Leisure Cyclists.	Major north-south connection from downtown Wake Forest to nearby neighborhoods north of downtown. Wide, residential nature of roadway and adjacent historic homes will make this a popular and scenic route, as well as an important access route.
33	N. Main St – Cedar Ave to Harris Rd	28' two-lane roadway, 35 MPH, 60' Right-of-Way, no curb-and-gutter south of Oak AVE. 22' two-lane roadway, 45 MPH, 100' Right-of-Way, no curb-and-gutter north of Oak AVE.	28' two-lane roadway with left-turn lanes at intersections and driveways, 35 MPH, 60' Right-of-Way, no curb-and-gutter, sidewalk south of Oak AVE. 30' two-lane roadway with left-turn lanes at intersections and driveways, 45 MPH, 100' Right-of-Way, no curb-and-gutter, sidewalk north of Oak AVE. Bike Facility: Shared lane.	Add STR Signage to accommodate Fast Commuter Cyclists.	Wide Striped Shoulders to accommodate Utility Cyclists. Amend to provide at least 30' cross section.	Continuation of north-south connection for neighborhoods into downtown. Will also serve to provide a connection with Harris Road and bicycle facilities there, as well as the planned park on Harris Road.
34(A)	Roosevelt Ave/Wait Ave – Front St to Franklin St	35' two-lane roadway, 35 MPH, intermittent center turn lane, 50' Right-of-Way, curb-and-gutter (varies)	35' two-lane roadway, 25 MPH, no center turn lane, sidewalk and curb-and-gutter, 50' Right-of-Way. Bike Facility: Shared lane for Utility Cyclists.	Add STR Signage to accommodate Utility Cyclists.	Sharrow Markings to accommodate Utility and Leisure Cyclists.	Connects downtown Wake Forest and the Wake Forest Seminary with neighborhoods to the west. High level of development and Right-of-Way constraints make any treatment that widens roadway difficult.
34(B)	Roosevelt Ave - Franklin St to Allen Rd	35' two-lane roadway, 35 MPH, intermittent center turn lane, 50' Right-of-Way, curb-and-gutter	35' two-lane roadway, 25 MPH, no center turn lane, sidewalk and curb-and-gutter, 50' Right-of-Way. Bike Facility: Shared lane for Utility Cyclists.	Add STR Signage to accommodate Utility Cyclists.	Bike Lanes to accommodate Utility Cyclists.	

Map ID	Segment	Current Conditions	Transportation Plan	Interim Recommendations	Ultimate Recommendations	Purpose & Linkages
35	Rogers Road – Main St to Heritage Lake Rd (3500' east of Forestville Rd)	65' two-lane roadway with center turn lane, 45 MPH, 90' Right-of-Way, curb-and-gutter. Bridge over railroad is limiting factor for future improvements.	69' four-lane roadway with center turn lane, 35 MPH, 90' Right-of-Way, curb-and-gutter, sidewalk both sides. Bike Facility: Two-way off-street multi-use path (10 feet wide), shared lane (14-foot, wide outside lanes).	Add STR Signage to accommodate Utility Cyclists.	Wide Striped Shoulders to accommodate Utility and Fast Commuter Cyclists. Amend to provide 73' back-to-back cross section. Extend to limits of LRUSA. 10' multi-use path to accommodate Child & Leisure Cyclists.	Major road that connects existing and new developments to downtown and Main ST/US 1/Capital Blvd intersection. Also connects neighborhoods with Heritage Elementary School, Heritage High School, and Wake Forest Middle School. High traffic volumes and 45 MPH speed necessitate off-road improvements, especially for children.
36	Rogers Rd – Heritage Lake Rd to Town Limits	19' two-lane roadway, 45 MPH, 60' Right-of-Way, no curb-and-gutter.	36' two-lane roadway, 45 MPH, 90' Right-of-Way, no curb-and-gutter, sidewalk on both sides. Bike Facility: Two-way off-street multi-use path (10 feet wide), shared lane (14-foot, wide outside lanes).	Add STR Signage to accommodate Utility Cyclists.	Wide Striped Shoulders to accommodate Utility and Fast Commuter Cyclists. Amend to provide 73' back-to-back cross section. Extend to limits of LRUSA. 10' multi-use path to accommodate Child & Leisure Cyclists.	
37	South Ave – Wingate St to S Main St	41' two-lane roadway, 25 mph, 60' Right-of-Way, curb-and-gutter, on street parking – roundabout at S Main St intersection	41' back-to-back, 25 mph, 60' Right-of-Way, two-lanes, center turn lane at intersections, wide outside lane for Fast Commuter Cyclists.	Add STR Signage to accommodate Utility Cyclists.	Sharrow Markings to accommodate Utility and Leisure Cyclists.	
38	Front St – N Main St to S Main St	30' two-lane roadway, 25 mph, 50' Right-of-Way, curb-and-gutter	30' back-to-back, 25 mph, 50' Right-of-Way, two-lanes, variable.	Add STR Signage to accommodate Utility Cyclists.	Sharrow Markings to accommodate Utility and Leisure Cyclists.	
39	North Ave – Wingate St to N Main St	30' two-lane roadway, 25 mph, 60' Right-of-Way, curb-and-gutter, on street parking	28' back-to-back, 35 mph, 60' Right-of-Way, two-lanes, variable.	Add STR Signage to accommodate Utility Cyclists.	Sharrow Markings to accommodate Utility and Leisure Cyclists.	
40	Durham Rd – 98 Bypass to Wake Union Church Rd	32' two-lane roadway, 55 mph, 120' Right-of-Way, no curb-and-gutter	70' edge to edge, no c&g, 45 mph, 120' Right-of-Way, four lanes, landscaped median, wide outside lane for Fast Commuter Cyclists. 10' multipurpose path for Leisure Cyclists.	Add STR Signage to accommodate Utility Cyclists.	Bike Lanes to accommodate Utility Cyclists. Provide 73' edge-to-edge cross section; 10' Multi-Purpose Path where possible to accommodate Leisure Cyclists.	Forms a major east-west bicycle corridor linking residences to the Town Center, future greenway trails, and regional connections to the City of Raleigh multipurpose path, Camp Kanata and Falls Lake.
41	Durham Rd – Wake Union Church Rd to US-1	75' multilane roadway, 45 mph, 140' Right-of-Way, some curb-and-gutter	75' back-to-back, 45 mph, 140' Right-of-Way, four lanes, center turn lane at intersections, wide outside lane for Fast Commuter Cyclists.	Add STR Signage to accommodate Utility Cyclists.	Bike Lanes to accommodate Leisure Cyclists. Amend to provide 78' back-to-back cross section, consider landscaped median to reduce left turn movements; 10' Multi-Purpose Path where possible for Leisure Cyclists.	
42	Durham Rd – US-1 to Ligon Mill Rd	40' two-lane roadway, 35 mph, 65' Right-of-Way, no curb-and-gutter	40' back-to-back, 35 mph, 70' Right-of-Way, two-lanes, center turn lane at intersections, wide outside lane for Fast Commuter Cyclists.	Add STR Signage to accommodate Utility Cyclists.	Bike lanes to accommodate Utility Cyclists. Amend to provide 44' edge-to-edge or 49' back-to-back cross section; Multi-Purpose path where possible to accommodate Leisure Cyclists.	
43	Durham Rd – Ligon Mill Rd to Tyler Run Dr	24' two-lane roadway, 35 mph, 65' Right-of-Way, no curb-and-gutter	40' back-to-back, 35 mph, 70' Right-of-Way, two-lanes, center turn lane at intersections, wide outside lane for Fast Commuter Cyclists.	Add STR Signage to accommodate Utility Cyclists.	Bike lanes to accommodate Leisure Cyclists. Amend to provide 44' edge-to-edge or 49' back-to-back cross section; Multi-Purpose path where possible to accommodate Leisure Cyclists.	
44	Durham Rd – Tyler Run Dr to Wingate St	28' two-lane roadway, 35 mph, 60' Right-of-Way, intermittent curb-and-gutter	28' back-to-back, 35 mph, 60' Right-of-Way, two-lanes, center turn lane at intersections, wide outside lane for Fast Commuter Cyclists.	Add STR Signage to accommodate Utility Cyclists.	Sharrow Markings to accommodate Utility and Leisure Cyclists. Provide transition from bike lanes west of Tyler Run Dr to downtown area.	