





TRIANGLE BIKEWAY STUDY

Routes Removed from Further Consideration

ID	Jurisdiction	Category	Notes	Key Stakeholders
3	Chapel Hill/ Durham	Dependent Upon Infeasible Route	Barbee Chapel Road in this area includes a large tract preserve under the NC Agricultural Development and Farmland Preservation Trust, which creates a narrow right-of-way.	USACE; Chapel Hill; Durham; NCDOT
4	Durham	Safety Concerns	Pedestrian bridge over I-40 west of the exit would require several high ADT crossings with free flow turning movements of I-40/NC54 interchange.	USACE; Durham; NCDOT
5	Durham	Dependent Upon Infeasible Route	Segment #13 has been removed from consideration and therefore makes this segment void.	USACE; Durham; NCDOT
6	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. In addition to USACE mitigation commitments all options through Waterfowl Impoundment would require extensive boardwalk and would likely be prohibitively expensive.	USACE; Durham
7	Durham	Included in Another Project	Shared use paths are recommended on both sides of NC54 as part of the U-5774 project.	USACE; Durham; NCDOT
11	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. This south side of I-40 through USACE property would also require building structure over a spillway.	USACE; Durham; NCDOT
12	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. In addition to USACE mitigation commitments all options through Waterfowl Impoundment would require extensive boardwalk and would likely be prohibitively expensive.	USACE; Durham; Dominion Energy
13	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way, which not wide enough on Stagecoach Rd to accommodate the facility.	USACE; Durham; NCDOT
14	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. This segment through USACE property would also require building structure over a spillway.	USACE; Durham; NCDOT
15	Durham	Dependent Upon Infeasible Route	Segment #6 has been removed from consideration and therefore makes this segment void.	USACE; Durham Schools; NCDOT
16	Durham	Indirect/Lacks Connections	Route conflicts with development plans and would be redundant to shared use paths planned for NC54 in U-5774	USACE; Durham
18	Durham	Dependent Upon Infeasible Route	Segment #11 has been removed from consideration and therefore makes this segment void. Route north of I-40 is recommended due to fewer environmental conflicts and better crossing geometry with NC751.	USACE; Durham
19	Durham	Dependent Upon Infeasible Route	Segments #12-14 have been removed from consideration and therefore make this segment void.	USACE; Durham; NCDOT
20	Durham	Dependent Upon Infeasible Route	Segments #12-14 have been removed from consideration and therefore make this segment void.	USACE; Durham
21	Durham	Indirect/Lacks Connections	While this route does connect to existing bicycle facilities in South Durham, it deviates away from employment and commercial centers. Would also require extensive property/easement acquisition.	Durham; Duke Energy
21	Durham	Indirect/Lacks Connections	While this route does connect to existing bicycle facilities in South Durham, it deviates away from employment and commercial centers. Would also require extensive property/easement acquisition.	Durham; Duke Energy
22	Durham	Dependent Upon Infeasible Route	Segments #12-14; #19-20; and #28 have been removed from consideration and therefore make this segment void.	Durham
23	Durham	Indirect/Lacks Connections	While this route utilizes the existing American Tobacco Trail in South Durham, it deviates away from employment and commercial centers. In addition, segment #21 has been removed from consideration, which would also make this segment void.	Durham
24	Durham	Included in Another Project	Shared use paths are recommended on both sides of NC54 as part of the U-5774 project.	Durham
25	Durham	Safety Concerns	NC54 west under I-40 bridge does not have adequate space for a protected bike facility. Recommended route uses American Tobacco Trail Bridge over I-40 to cross to southern route to avoid pinch point.	Durham; NCDOT
27	Durham	Dependent Upon Infeasible Route	Segment #28 has been removed from consideration and therefore makes this segment void.	Durham; NCDOT
28	Durham	Dependent Upon Infeasible Route	All routes connecting to this route from the west have been removed from further consideration and therefore make this segment void.	Durham; NCDOT
29	Durham	Dependent Upon Infeasible Route	Segment #21 has been removed from consideration and therefore makes this segment void. In addition, this route would require an underpass under I-40 and traversing across a power line easement.	Durham; NCDOT
30	Durham	Dependent Upon Infeasible Route	All routes connecting to this route from the south and north have been removed from further consideration and therefore make this segment void.	Durham
32	Durham	Included in Another Project	Shared use paths are recommended on both sides of NC54 as part of the U-5774 project.	Durham; RTP; NCDOT
33	Durham	Dependent Upon Infeasible Route	Segment #21 has been removed from consideration and therefore makes this segment void. This route would also require an at-grade crossing on the railroad.	Durham
36	RTP	Indirect/Lacks Connections	Recommended route utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; RTP; NCDOT
37	RTP/Morrisville	Indirect/Lacks Connections	Routing the bikeway south along NC147 to continue north on I-540 would require extensive pedestrian bridges and tunnels. There is no feasible option for crossing of railroad and Church Street.	NCDOT
38	RTP/Durham	Conflicts with NCDOT Project	Recommended route utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; RTP; NCDOT
38	Durham	Conflicts with NCDOT Project	Recommended route utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; NCDOT
39	RTP	Conflicts with NCDOT Project	Recommended route utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	RTP
40	RTP	Conflicts with NCDOT Project	Recommended route utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	RTP; NCDOT



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42	Durham	Conflicts with NCDOT Project	Recommended route utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	RTP; NCDOT
43	Durham	Conflicts with NCDOT Project	Recommended route utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; NCDOT
49	Durham	Conflicts with NCDOT Project	Recommended route utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; NCDOT
52	Morrisville	Property Challenge	This parcel has been developed and no longer provides a viable route.	Morrisville; NCDOT
53	Morrisville	Safety Concerns	Available right-of-way inadequate for separated facility. In addition, this route includes many driveway cuts.	Morrisville; NCDOT
54	Morrisville	Property Challenge	Would bisect private property that is slated for future development. Recommendation is to provide connection to the future facility when property is developed.	Morrisville; NCDOT
55	Morrisville	Environmental Constraints	Floodplain and easement acquisition challenges have resulted in this option being removed from further consideration	Morrisville; NCDOT
56	Morrisville	Dependent Upon Infeasible Route	Segment #53 has been removed from consideration and therefore makes this segment void.	Morrisville; NCDOT
57	Morrisville	Recommended Connection	Recommended as a connection to the future facility but does not provide the through connection required for the bikeway.	Morrisville; NCDOT
58	RDU/Wake County	Safety Concerns	New Diverging Diamond Interchange at Airport Blvd does not provide efficient through movement for cyclists. Also connects to the north side of I-40 which has been removed from further consideration for this segment.	RDU; NCDOT
59	RDU/Wake County	Dependent Upon Infeasible Route	Segment #58 has been removed from consideration and therefore makes this segment void.	RDU
59	RDU/Wake County	Dependent Upon Infeasible Route	Segment #58 has been removed from consideration and therefore makes this segment void.	RDU
61	RDU/Wake County	Property Challenge	The project is considering a similar route to this but one that is entirely within the I-40 Right-of-way.	RDU; NCDOT
62	Cary/Wake County	Environmental Constraints	This segment is a close variation of the recommended route through this area. It has been eliminated because amount of Right-of-way that is needed to make it work as well as the amount of structures needed to cross environmentally sensitive areas.	Wake County
63	Cary/Wake County	Environmental Constraints	This segment was removed from consideration because of the close proximity to environmentally sensitive areas that alternate routes avoided with similar Right-of-way impacts.	Wake County
64	Cary/Wake County	Environmental Constraints	This segment was removed from consideration because of the close proximity to environmentally sensitive areas that alternate routes avoided with similar Right-of-way impacts.	Cary; Wake County
65	Cary	Dependent Upon Infeasible Route	Segments #62 & 64 have been removed from consideration and therefore make this segment void.	Cary; Wake County
66	Cary	Safety Concerns	Recommended crossing at the interchange. This crossing will be considered if challenges arise with that solution.	Cary; NCDOT
68	RDU/Wake County	Environmental Constraints	This route would negatively impact existing trails and green space in Lake Crabtree County Park.	RDU; Utility Company
69	RDU/Wake County	Environmental Constraints	This route would negatively impact existing trails and green space in Lake Crabtree County Park.	RDU; Utility Company
69	RDU/Wake County	Environmental Constraints	This route would negatively impact existing trails and green space in Lake Crabtree County Park.	RDU; Utility Company
70	RDU	Dependent Upon Infeasible Route	Recommended route utilizes southern I-40 right-of-way	RDU
73	RDU/State Parks	Environmental Constraints	Too disruptive to Umstead State Park.	RDU; NC State Parks
75	Cary	Dependent Upon Infeasible Route	Recommended route on the north side of I-40 to avoid conflicts with Cary Wastewater Treatment Plant and difficult design constraints crossing I-40 on Harrison Blvd.	Cary; NCDOT
76	Cary	Dependent Upon Infeasible Route	Recommended route on the north side of I-40 to avoid conflicts with Cary Wastewater Treatment Plant and difficult design constraints crossing I-40 on Harrison Blvd.	Cary
77	Cary	Dependent Upon Infeasible Route	Recommended route on the north side of I-40 to avoid conflicts with Cary Wastewater Treatment Plant and difficult design constraints crossing I-40 on Harrison Blvd.	Cary
78	Cary	Dependent Upon Infeasible Route	Recommended route on the north side of I-40 to avoid conflicts with Cary Wastewater Treatment Plant and difficult design constraints crossing I-40 on Harrison Blvd.	Cary; SAS
78	Cary	Dependent Upon Infeasible Route	Recommended route on the north side of I-40 to avoid conflicts with Cary Wastewater Treatment Plant and difficult design constraints crossing I-40 on Harrison Blvd.	Cary; SAS
79	Cary	Dependent Upon Infeasible Route	Recommended route on the north side of I-40 to avoid conflicts with Cary Wastewater Treatment Plant and difficult design constraints crossing I-40 on Harrison Blvd.	Cary; NCDOT
81	Raleigh	Property Challenge	Property has been developed and no longer offers a viable route	Private Property (Trenton Pointe)
83	Raleigh	Recommended Connection	Recommended as a connection to the future facility but does not provide the through connection required for the bikeway.	Raleigh; NCDOT
84	Raleigh	Dependent Upon Infeasible Route	Segments #77-79 have been removed from consideration and therefore make this segment void.	Raleigh; NCDOT
86	Raleigh	Conflicts with NCDOT Project	Conflicts with NCDOT plans for modifications to I-40 / Wade Ave interchange	Raleigh; NCDOT
87	Raleigh	Recommended Connection	Recommended as a connection to the future facility but does not provide the through connection required for the bikeway.	Raleigh; NCDOT
89	Raleigh	Recommended Connection	Recommended as a connection to the future facility but does not provide the through connection required for the bikeway.	Raleigh; NCDOT

