

## Recommendations

---

---

This report documents the development of the Winston-Salem MPO CTP as shown in Figure 2-1. This chapter presents recommendations for each mode of transportation in the MPO.

### ***Implementation***

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the Comprehensive Transportation Plan should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the MPO and its member jurisdictions. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

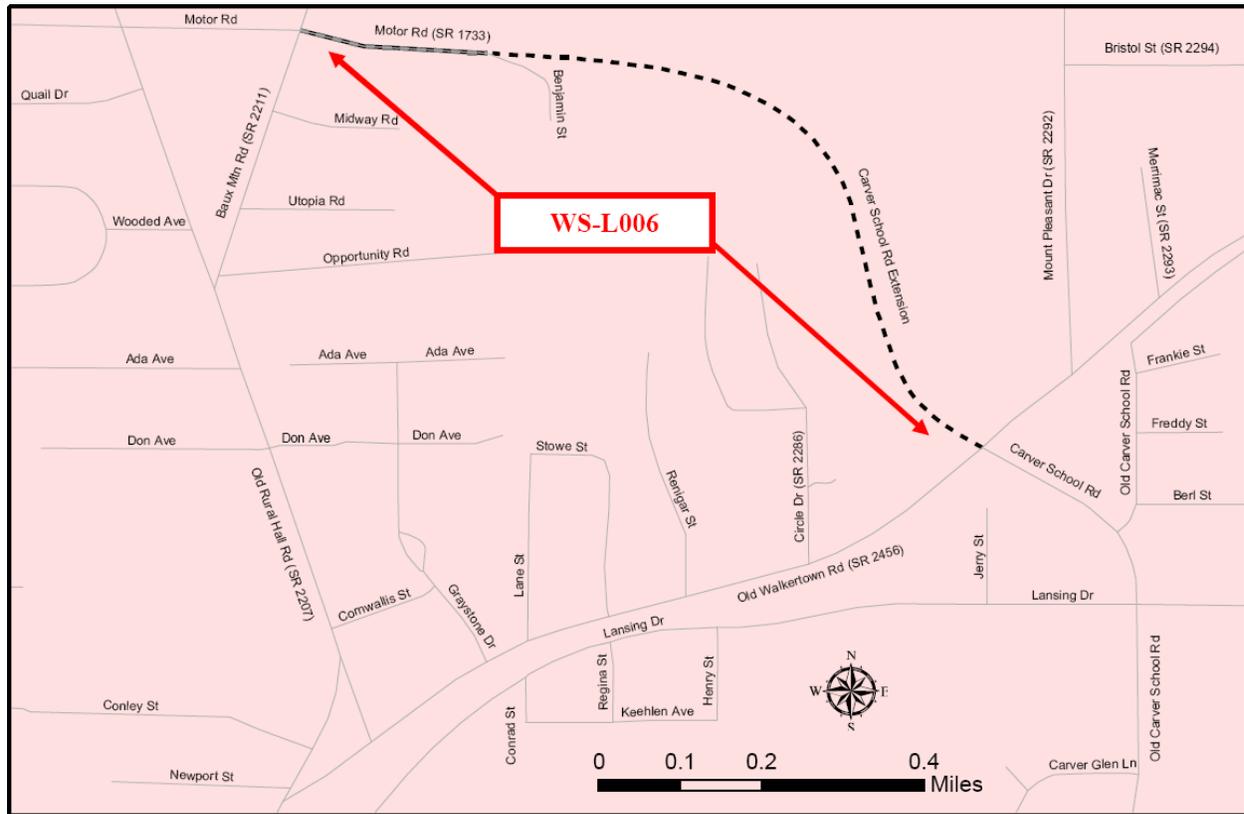
The following pages contain problem statements for each recommendation, organized by CTP modal element.



## Problem Statements

### HIGHWAY

**Carver School Rd Extension Proposed Improvements from Old Walkertown Rd (SR 2456) to Baux Mountain Rd (SR 2211)**  
Local ID: WS-L006  
Last Updated: 2/10/2011



### Identified Problem

Carver School Road currently terminates at Old Walkertown Road (SR 2456) and Motor Road (SR 1733) currently terminates 0.17 miles east of Baux Mountain Road (SR 2211). There is currently a lack of connectivity between these two facilities through the Carver/Ogburn area. Projected traffic volumes along Old Walkertown Road (SR 2456) from Old Rural Hall Road (SR 2207) to Carver School Road will exceed capacity by 2035. The primary purpose of these improvements is to relieve congestion on Old Walkertown Road (SR 2456) from Old Rural Hall Road (SR 2207) to Carver School Road by providing an alternate route through the Carver/Ogburn area.

### Justification of Need

Carver School Road and Motor Road (SR 1733) are minor thoroughfares in the Carver/Ogburn Community of Winston-Salem. Carver School Road and Motor Road

(SR 1733) are currently 2-lane minor thoroughfares. While neither is projected to exceed capacity by 2035, the connection between the two facilities will reduce congestion on Old Walkertown Road (SR 2456) between Old Rural Hall Road (SR 2207) and Carver School Road.

### **Community Vision and Problem History**

The 1991 Carver Road/Ogburn Station Development Guide outlines development goals in the project area. These development goals include increasing access to residential and undeveloped areas, providing additional development opportunities in the area, enhancing pedestrian and bicycle access in the area, and improving roads and other infrastructure to promote development.

Currently, facilities that are available provided limited access to residential and undeveloped areas in this community. Residents who live in this community have limited access to other facilities to access jobs and other amenities in the Winston-Salem area.

### **CTP Project Proposal**

#### **Project Description and Overview**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. The LRTP project proposal (Local ID: WS-L006) is to construct a new 3-lane minor thoroughfare from existing Carver School Road to Motor Road (SR 1733) and to widen Motor Road (SR 1733) to 3-lanes to Baux Mountain Road (SR 2211). This project also includes accommodations for bicycles and pedestrians.

This project would provide better access in the Carver/Ogburn community and relieve congestion on Old Walkertown Road (SR 2456 from Old Rural Hall Road (SR 2207) to Carver School Road.

#### **Natural & Human Environmental Context**

A planning level environmental analysis was conducted to assess the potential environmental impacts of the roadway projects recommended for inclusion in the 2035 Winston-Salem Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed facility may potentially impact targeted local watershed areas.

This project is also in the proximity of a minority and low income population. To mitigate impacts to this community, there is a three-step process designed to solicit public input and offer alternative designs or alignments and mitigation strategies for comment by the environmental review agencies, MPO, and local governments. These steps include:

- Identify and confirm environmentally sensitive areas throughout the project study area.
- Determine how and to what extent the project will impact these environmentally sensitive areas.
- Develop and review appropriate mitigation strategies to lessen the impact these projects have on the environmentally sensitive areas.

The proposed facility is located in Forsyth County and was not identified as regionally significant in the 2035 Winston-Salem Urban Area LRTP. Forsyth County has been redesignated to attainment for ozone and Carbon Monoxide (CO) pollutants. An air quality conformity determination for the LRTP was completed in March 2009 and includes analyses for ozone and CO.

### **Relationship to Land Use Plans**

The Draft 2011 Winston-Salem Northeast Suburban Area Plan classifies this area as an urban neighborhood. Primarily low to medium residential development is expected in this area. The final plan should be approved by the Winston-Salem/Forsyth County Planning Board by Spring of 2011.

For the proposed facility, access will occur throughout the residential neighborhood. Future land use plan amendments and land use decisions should consider traffic mobility and access along this corridor.

### **Linkages to Other Plans and Proposed Project History**

The Carver School Road Extension is an important link in the Winston-Salem CTP. It provides better access and mobility through the Carver/Ogburn Community. According to the 2035 Winston-Salem MPO LRTP, the proposed Carver School Road Extension is scheduled to be constructed as a 3-lane minor thoroughfare by the year 2012 from Motor Road (SR 1733) to Carver School Road.

The 2035 Winston-Salem Urban Area LRTP can be viewed at the following website:  
<http://www.cityofws.org/Home/Departments/Transportation/Planning/Articles/2035LongRangePlan>

The proposal is also cited as a recommended transportation improvement in the Draft 2011 Winston-Salem Northeast Suburban Area Plan.

The Draft 2011 Northeast Suburban Area Plan can be viewed at the following website:  
[http://www.ci.winstonsalem.nc.us/Assets/CityOfWS/Documents/Planning/AreaPlans/NE\\_SAP/Draft/NESAPDraft\\_20100811.pdf](http://www.ci.winstonsalem.nc.us/Assets/CityOfWS/Documents/Planning/AreaPlans/NE_SAP/Draft/NESAPDraft_20100811.pdf)

## **Multi-modal Considerations**

The Winston-Salem Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Winston-Salem Urban area. This project includes accommodations for bicycles and pedestrians. This recommendation ties in an existing sidewalk on Carver School Road to the south and a recommended sidewalk on Baux Mountain Road (SR 2211) to the west.

## **Public/ Stakeholder Involvement**

The 2009 Winston-Salem Urban Area CTP and 2035 LRTP were released for public review in 2008. No comments were received relating directly to the project. However, it is important to note that citizens living in this area have been clear that they want to minimize impacts to the natural and human environment.



Shallowford Road (SR 1001) from Williams Road (SR 1171) to the Great Wagon Road is projected to be over capacity by 2035 based on providing a LOS D. Traffic along Shallowford Road (SR 1001) from Williams Road (SR 1171) to Lewisville-Clemmons Road (SR 1156) is expected to increase from 10,000 vehicles per day (vpd) in 2009 to 18,000 vpd in 2035, compared to a capacity of 15,800 vpd. Traffic along Shallowford Road (SR 1001) from Lewisville-Clemmons Road (SR 1156) to Lewisville-Vienna Road (SR 1308) is expected to increase from 14,000 vpd in 2009 to 16,600 vpd by 2035, compared to a capacity of 15,800 vpd. Construction of the Great Wagon Road/Lewisville-Vienna Extension would provide an alternate route and relieve congestion on the existing facility.

### **Community Vision and Problem History**

The 2005 Lewisville Comprehensive Plan outlines development goals in the project area. These development goals include encouraging commercial development at a small-town scale and constructing a new road parallel to Shallowford Road (SR 1001). The new parallel road lays the framework for developing downtown Lewisville in an orderly fashion and avoids a major widening of Shallowford Road (SR 1001) in the future to multiple lanes.

### **CTP Project Proposal**

#### **Project Description and Overview**

This project is in the 2035 Winston Salem Long Range Transportation Plan. The LRTP project proposal (Local ID WS-L008) is to construct a new 3-lane minor thoroughfare with accommodations for bicycles and pedestrians from Williams Road (SR 1171) to the Great Wagon Road.

The proposed improvements would help relieve congestion in Lewisville along Shallowford Road (SR 1001) from Williams Road (SR 1171) to the Great Wagon Road. It will also help in the development of downtown Lewisville without a major widening of Shallowford Road (SR 1101).

#### **Natural & Human Environmental Context**

A planning level environmental analysis was conducted to assess the potential environmental impacts of the roadway projects recommended for inclusion in the 2035 Winston-Salem Urban Area LRTP. Based on available GIS data, parts of the study area are within the non-critical water supply watershed.

The proposed facility is located in Forsyth County and was not identified as regionally significant in the 2035 Winston Salem Urban Area LRTP. Forsyth County has been redesignated to attainment for ozone and Carbon Monoxide (CO) pollutants. An air quality conformity determination for the LRTP was completed in March 2009 and includes analyses for ozone and CO.

## **Relationship to Land Use Plans**

The 2005 Lewisville Comprehensive Plan classifies this area as the downtown business district. Primarily commercial development is expected in this area.

For the proposed facility, access will occur at major intersections and developments along this corridor. Future land use plan amendments and land use decisions should consider traffic mobility and access along this corridor.

## **Linkages to Other Plans and Proposed Project History**

The project proposal for the Great Wagon Road/Lewisville-Vienna Road Extension is an important link to many of the recommendations in the Winston-Salem CTP. It provides an alternate route through downtown Lewisville. It also provides better access from Lewisville to the Winston-Salem Northern Beltway – Western Loop (TIP Project R-2247). According to the 2035 Winston Salem LRTP, the Northern Beltway – Western Loop (TIP Project R-2247) is scheduled to be constructed as a 4-lane freeway from US 52 to US 158 by 2035.

The 2035 Winston-Salem Urban Area LRTP can be viewed at the following website:  
<http://www.cityofws.org/Home/Departments/Transportation/Planning/Articles/2035LongRangePlan>

The proposal is also cited as a recommended transportation improvement in the 2005 Lewisville Comprehensive Plan. It states that the new facility will provide a system of downtown roads that will handle the projected increase in traffic.

The 2005 Lewisville Comprehensive Plan can be viewed at the following website:  
<http://lewisvillenc.net/vertical/Sites/%7B05A58ADC-13A2-4B0E-8558-957F4B6AC6AF%7D/uploads/%7B8A34CF39-0F0C-4E3C-82C1-8059775BF4CC%7D.PDF>

## **Multi-modal Considerations**

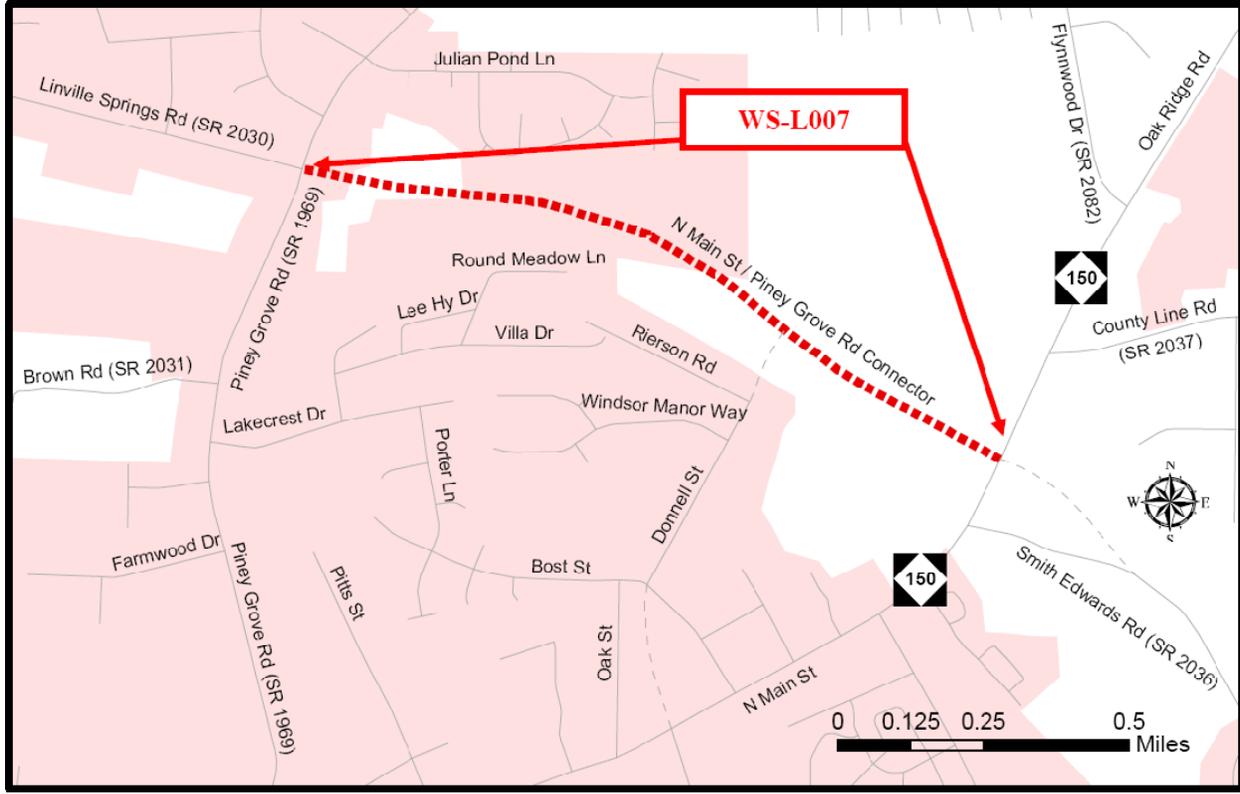
The Winston Salem Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Winston-Salem Urban area. Accommodations for bicycle and pedestrians recommended to be constructed be constructed with the Great Wagon Road/Lewisville-Vienna Road Extension.

In addition to multi-modal recommendations on the Great Wagon Road/Lewisville-Vienna Road Extension, there are several multi-modal recommendations that surround this proposed facility. On-road bicycle routes are recommended for improvement on Williams Road (SR 1171) southwest of the proposed facility, Shallowford Road (SR

1001) northwest of the facility, Lewisville-Vienna Road (SR 1308) northeast of the facility, and Shallowford Road (SR 1001) east of the facility.

### **Public/ Stakeholder Involvement**

The 2009 Winston-Salem Urban Area CTP and 2035 LRTP were released for public review in 2008, which included the North Main Street/Piney Grove Road project. No comments were received relating directly to the project. However, it is important to note that citizens living in this area have been clear that they want to minimize impacts to the natural and human environment as well as limit development in downtown Lewisville to small-scale commercial uses.



**Identified Problem**

The Kernersville urban loop system is incomplete from North Main Street (NC 150) to Piney Grove Road (SR 1969). The primary purpose of this project is improve connectivity and mobility around eastern Kernersville.

**Justification of Need**

Currently, the eastern part of the Kernersville urban loop system is incomplete from North Main Street (NC 150) to Piney Grove Road (SR 1969). This missing connection would tie in Linville Spring Road (SR 2030) and the proposed Macy Grove Road Extension (TIP Project U-4734) near Smith-Edwards Road (SR 2036) in northeast Kernersville.

NC 150 (North Main Street) near Smith-Edwards Road (SR 2036) is projected to be near capacity by 2035 based on providing a LOS D. Traffic along this section of North Main Street (SR 2030) is expected to increase from 12,000 vehicles per day (vpd) in 2009 to 14,200 vpd in 2035, compared to a capacity of 15,300 vpd. Piney Grove Road (SR 2036) near Linville Spring Road (SR 2030) is projected to be near capacity by 2035

based on the capacity of providing a LOS D. Traffic along this section of Piney Grove Road (SR 2036) is expected to increase from 12,000 vpd in 2009 to 12,800 vpd in 2035, compared to a capacity of 13,800 vpd. Construction of the North Main Street/Piney Grove Road Connector would relieve congestion on these facilities, especially entering downtown Kernersville.

## **Community Vision and Problem History**

The 2005 Kernersville Lane Use Plan outlines development goals in the project area. These development goals include:

- Enhance Kernersville’s “small town atmosphere.”
  - vibrant downtown
  - commercial clusters vs. commercial strips
  - sense of place
- Establish Kernersville as a “unique high quality community within the Triad.”
  - residential areas that are predominantly single-family residential
  - strong industrial, office and commercial tax base
- Develop a “progressive planning program.”
  - coordinated planning

Currently, existing facilities provide limited access to residential and undeveloped areas in this community. Residents who live in this area of Kernersville have limited alternatives for facilities to access jobs and other amenities in the Kernersville area.

## **CTP Project Proposal**

### **Project Description and Overview**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. The LRTP project proposal (Local ID WS-L007) is to construct a 4-lane divided boulevard with accommodations for bicycle and pedestrians from NC 150 (North Main Street) to Piney Grove Road (SR 1969).

This project would complete a crucial link in the Kernersville urban loop system as well as relieve congestion on the north side of Kernersville. It will also assist in stimulating economic growth around the planned Macy Grove Road Extension (Local ID WS-T015, TIP Project U-4734) by improving access to the residential areas to the north.

### **Natural & Human Environmental Context**

A planning level environmental analysis was conducted to assess the potential environmental impacts of the roadway projects recommended for inclusion in the 2035 Winston-Salem Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed facility may potentially impact targeted local watershed areas.

The proposed facility is located in Forsyth County and was not identified as regionally significant in the 2035 Winston Salem Urban Area LRTP. Forsyth County has been redesignated to attainment for ozone and Carbon Monoxide (CO) pollutants. An air quality conformity determination for the LRTP was completed in March 2009 and includes analyses for ozone and CO.

### **Relationship to Land Use Plans**

The 2005 Kernersville Land Use Plan classifies this area as primarily low-density residential. Primarily single-family residential development is expected in this area.

For the proposed facility, access will occur at major intersections and developments along this corridor. Future land use plan amendments and land use decisions should consider traffic mobility and access along this corridor.

### **Linkages to Other Plans and Proposed Project History**

The project proposal for the North Main Street/Pink Grove Road Connector is an important link to many of the recommendations in the Winston-Salem CTP. It provides access throughout Northern Kernersville. It directly connects to the proposed Macy Grove Road Extension (TIP Project U-4734). According to the 2035 Winston-Salem LRTP, Macy Grove Road (TIP Project U-2800) is scheduled to be widened to a 4-lane boulevard with accommodations for bicycles and pedestrians by the year 2025 from Industrial Park Drive to Old US 421 (SR 1005), including a new interchange at Business Interstate 40. The Macy Grove Road Extension (TIP Project U-4734) is scheduled to be constructed on new location by 2025 as a 4-lane boulevard with accommodations for bicycles and pedestrians from East Mountain Street (SR 1005) to NC 150 (North Main Street).

The 2035 Winston Salem Urban Area LRTP can be viewed at the following website:  
<http://www.cityofws.org/Home/Departments/Transportation/Planning/Articles/2035LongRangePlan>

This project is also cited as a recommended transportation improvement in the 2005 Kernersville Land Use Plan. It is a missing link in the Kernersville urban loop, which would connect primarily residential developments in North Kernersville with economic developments in East Kernersville.

The 2005 Kernersville Land Use Plan can be viewed at the following website:  
<http://www.toknc.com/documents/files/Plan%20-%20Land%20Use%20Plan%20Web%20Version.pdf>

## **Multi-modal Considerations**

The Winston-Salem Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Winston Salem Urban area. The North Main Street/Piney Grove Road Connector includes accommodations for bicycles and pedestrians.

In addition to multi-modal recommendations on the North Main Street/Piney Grove Road Connector, there are several multi-modal recommendations that surround this proposed facility. On-road bicycle routes are recommended for improvement on North Main Street (NC 150) and Piney Grove Road (SR 1969).

## **Public/ Stakeholder Involvement**

The 2009 Winston Salem Urban Area CTP and 2035 LRTP were released for public review in 2008. No comments were received relating directly to the project. However, it is important to note that citizens living in this area have been clear that they want to minimize impacts to the natural and human environment as well as limit development to primarily residential uses.

### Identified Problem

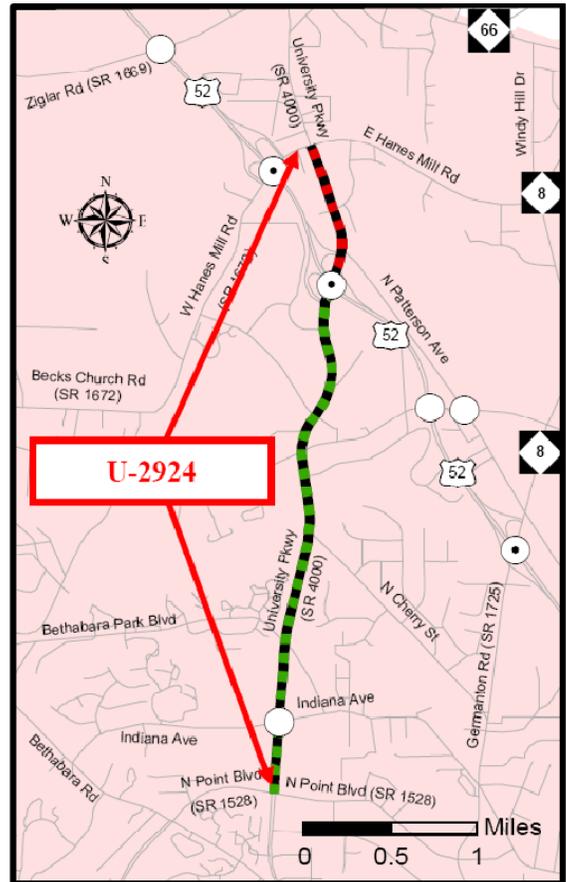
University Parkway (SR 4000) is currently a 4-to-5 lane facility from North Point Boulevard (SR 3973) to Hanes Mill Road (SR 1672). Mobility along this facility is hampered due to the discontinuity of the existing cross-section.

The primary purpose of this project is to improve mobility along the facility.

### Justification of Need

University Parkway (SR 4000) is a vital artery in moving people and goods through this section of Winston-Salem, connecting to US 52/NC 8 and ultimately downtown Winston-Salem.

University Parkway is currently a 4-to-5 lane facility. It is a 4-lane divided facility from North Point Boulevard to US 52 and a 5-lane undivided facility from US 52 to Hanes Mill Road (SR 1672).



By 2035, the facility is projected to be near capacity from Hanes Mill Road (SR 1672) to US 52 based on providing a LOS D. Traffic along this section of University Parkway (SR 4000) is expected to increase from 27,000 vehicles per day (vpd) in 2009 to 41,900 vpd in 2035, compared to a capacity of 43,500 vpd.

### Community Vision and Problem History

The 2005 North Suburban Area Plan outlines development goals in the project area. These development goals include:

- Creating attractive urban gateways leading into downtown Winston-Salem;
- Concentrating jobs, retail and higher density housing along these corridors;
- Promoting high-quality transit service and pedestrian access by increasing densities at specific location along these corridors; and
- Incorporating design features that support pedestrian activity and give these corridors an urban look and feel.

Currently, existing facilities provide limited multi-modal access to residential and undeveloped areas in this community.

## **CTP Project Proposal**

### **Project Description and Overview**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. The LRTP project proposal (TIP Project U-2924) is to widen the existing facility to a 6-lane expressway from North Point Boulevard (SR 3973) to US 52 and a 6-lane boulevard from US 52 to Hanes Mill Road (SR 1672). These improvements would provide better access and increase mobility from the Northern Suburban Area of Winston-Salem to downtown Winston-Salem.

### **Natural & Human Environmental Context**

A planning level environmental analysis was conducted to assess the potential environmental impacts of the roadway projects recommended for inclusion in the LRTP. Based on available GIS data, none of the natural and human environmental features examined as a part of the study were identified in the immediate vicinity of the project.

The proposed facility is located in Forsyth County and has been identified as regionally significant in the LRTP. Forsyth County has been redesignated to attainment for ozone and Carbon Monoxide (CO) pollutants. An air quality conformity determination for the LRTP was completed in March 2009 and includes analyses for ozone and CO.

### **Relationship to Land Use Plans**

The 2005 Winston Salem North Suburban Area Plan classifies this area as a commercial corridor. University Parkway (SR 4000) is a primary north-south commercial corridor in the area, with primarily commercial development along the corridor, especially near the intersection of Hanes Mill Road (SR 1672) and the US 52 interchange. Primarily medium commercial development is expected in this area.

For the proposed facility, access will occur at major intersections and developments along this corridor. Future land use plan amendments and land use decisions should consider traffic mobility and access along this corridor.

### **Linkages to Other Plans and Proposed Project History**

The improvement proposal for University Parkway (SR 4000) is an important link to many of the recommendations in the Winston-Salem CTP. It provides access from the Northern Suburban Areas of Winston-Salem to downtown Winston-Salem. It directly connects to proposed improvements of US 52/NC 8, Hanes Mill Road (SR 1672), and North Point Boulevard (SR 3973). According to the 2035 Winston-Salem LRTP, US 52/NC 8 (TIP Project U-2826) is scheduled to be widened to a 6-lane divided freeway

and upgraded to Interstate standards by the year 2035 from Interstate 40 to the proposed Northern Beltway. Hanes Mill Road (SR 1672) (TIP Project U-2729) is scheduled to be widened to a 5-lane major thoroughfare with bicycle lanes and sidewalks in 2035 from Museum Drive to University Parkway.

The 2035 Winston Salem Urban Area LRTP can be viewed at the following website:  
<http://www.cityofws.org/Home/Departments/Transportation/Planning/Articles/2035LongRangePlan>

The proposal is also cited as a recommended transportation improvement in the 2005 North Suburban Area Plan, which can be viewed at the following website:  
<http://www.cityofws.org/Assets/CityOfWS//Documents/Planning/Publications/AreaPlans/NSAP.pdf>

### **Multi-modal Considerations**

The Winston Salem Urban Area CTP includes recommendations for public transportation, bicycle and pedestrian facilities around the Winston Salem Urban area. Existing bus routes (the Cherryview, and Northside routes) use this facility and service this area. Additionally, accommodations for bicycle and pedestrians are recommended on this section of University Parkway (SR 4000).

In addition to multi-modal recommendations on University Parkway (SR 4000), there are several multi-modal recommendations that surround this proposed facility. On-road bicycle routes are recommended for improvement on (from south to north) North Point Boulevard (SR 3973), Indiana Avenue, Bethabara Park Road, Shattalon Drive (SR 1686), and Hanes Mill Road (SR 1672). There is also a proposed multi-use path that crosses University Parkway (SR 4000) between West Hanes Mill Road (SR 1672) and US 52.

### **Public/ Stakeholder Involvement**

The 2009 Winston-Salem Urban Area CTP and 2035 LRTP were released for public review in 2008. No comments were received relating directly to the project. However, it is important to note that citizens living in this area have been clear that they want to minimize impacts to the natural and human environment.



## **Other Major Projects: 2009-2015**

### **US 158 (Clemmons Road), TIP No. B-3835**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. The US 158 (Clemmons Road) bridge is currently over capacity at the Yadkin River crossing. The 2009-2015 STIP includes project B-3835 that is intended to address this problem. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **US 52, Local ID No. WS-T008, TIP No. U-2826B**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. US 52 from the Interstate 40 Bypass to the proposed Northern Beltway is currently over capacity. The 2009-15 STIP includes project U-2826B that is intended to address this problem. This project is currently in the right-of-way phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **Clemmonsville Road (SR 2747), TIP No. U-2923**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. Clemmonsville Road (SR 2747) from Old Salisbury Road (SR 3011) to South Main Street is projected to be over capacity by 2035. The 2009-2015 STIP includes project U-2923 that is intended to address this problem. This project is currently in the right-of-way phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **King-Tobaccoville Road/North Main Street (SR 1611-SR 1112), TIP No. R-2201**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. The purpose of this project is to improve mobility and access along King-Tobaccoville Road/North Main Street (SR 1611-SR 1112) near the US 52 interchange. The King-Tobaccoville Road/North Main Street (SR 1611-SR 1112) improvements from the RJR Entrance to Kirby Road (SR 1115) are currently under construction. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **Research Park Boulevard, TIP No. U-4918**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. The purpose of the project is to improve connectivity and access to property from Rams Drive (formerly Stadium Drive) to Third Street near downtown Winston-Salem. This project is currently in the project development phase. For additional information about

this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

**Salem Creek Connector, TIP No. U-2925A**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. The purpose of the project is to improve connectivity and access to property between Salem Avenue and Martin Luther King Drive (SR 4325). The 2009-2015 STIP includes project U-2925A that is intended to address this problem. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

**Union Cross Road (SR 2643), TIP No. U-4909**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. Union Cross Road (SR 2643) from Wallburg Road (SR 2691) to Sedge Garden Road (SR 2691) is projected to be over capacity by 2035. The 2009-2015 STIP includes project U-4909 that is intended to address this problem. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

**West Clemmons Road Extension (SR 1120), Local ID No. WS-L002**

This project is in the 2035 Winston-Salem Long Range Transportation Plan. The purpose of the project is to improve connectivity and access from West Clemmons Road (SR 1120) to Peters Creek Parkway (NC 150). Now named Stafford Village Boulevard, the West Clemmons Road Extension (SR 1120) from Old Salisbury Road (SR 3011) to Peters Creek Parkway (NC 150) is now complete and open to traffic. For additional information about this project, contact the Winston-Salem Metropolitan Planning Organization.

## **Other Major Projects: 2016-2025**

### **Interstate 40, TIP No. I-0911**

I-40 is currently a four-lane freeway from NC 801 (Exit 180) to Harper Road (SR 1101 – Exit 182) and is projected to be over capacity by 2035. The 2012-2018 TIP includes project I-0911 that is intended to address this problem. The project consists of widening the existing facility from a four-lane to six-lane freeway, including replacing the bridge over the Yadkin River. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **Interstate 40, Local ID: WS-L009**

Existing Interstate 40 (I-40) is projected to be over capacity by 2035 from US 311 to Guilford County. The primary purpose of this project is to relieve congestion on I-40 such that a minimum LOS D can be achieved.

This section of I-40 currently has a four-lane divided cross-section. Traffic on I-40 from US 311 to Guilford County is projected to increase from 56,000 vehicles per day (vpd) in 2009 to 102,000 vpd in 2035, compared to a LOS D capacity of 62,300 vpd.

The proposed project (Local ID WS-L009) is to widen this section of I-40 from a four-lane to six-lane freeway on an eight-lane right-of-way. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is regionally significant.

### **Winston-Salem Northern Beltway (Eastern Section), TIP No. U-2579**

Existing US 52 and Business I-40 in Winston-Salem are currently over capacity. The 2012-2018 TIP includes project U-2579 that is intended to address this problem. The project consists of constructing a four-to-six lane freeway from US 52 north of Winston-Salem to US 311 southeast of Winston-Salem. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **US 158, TIP No. R-2577A**

Existing US 158 from Old Greensboro Road (SR 2357) to NC 66 is projected to be over capacity by 2035. The 2012-2018 TIP includes project R-2577A that is intended to address this problem. The projects consist of widening the existing two-to-three lane facility to a four-lane divided expressway from Old Greensboro Road (SR 2357) to NC 66. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **US 158, Local ID: WS-L015**

Existing US 158 is projected to be over capacity by 2035 from Lewisville-Clemmons Road (SR 1103) to Harper Road (SR 1101) in Forsyth County and from the Yadkin River Bridge to Baltimore Road (SR 1630) in Davie County. The primary purpose of this project is to relieve congestion on US 158 such that a minimum LOS D can be achieved.

Traffic on US 158 from Lewisville-Clemmons Road (SR 1103) to Harper Road (SR 1101) is projected to increase from 14,000 vehicles per day (vpd) in 2009 to 21,600 vpd in 2035, compared to a LOS D capacity of 15,800 vpd. Traffic on US 158 from the Yadkin River Bridge to Baltimore Road (SR 1630) is projected to increase from 12,000 vpd in 2009 to 20,300 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.

The proposed project (Local ID WS-L015) is to widen US 158 from two lanes to a three-lane other major thoroughfare with center left-turn lane with bicycle lanes and sidewalks from Lewisville-Clemmons Road (SR 1103) to Harper Road (SR 1101) and from the Yadkin River Bridge to Baltimore Road (SR 1630). This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is regionally significant.

### **NC 109, TIP No. R-2568C**

NC 109 is currently a two-lane major thoroughfare from the High Point MPO in Davidson County to Interstate 40 in Forsyth County and is projected to be over capacity by 2035. The 2012-2018 TIP includes project R-2568C that is intended to address this problem. The project consists of widening the existing facility from a two-lane major thoroughfare to a four-lane expressway, part on new location including the bypass of Wallburg. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **Big Mill Farm Road Extension, Local ID: WS-L011**

Existing Hopkins Road (SR 2649) is projected to be over capacity by 2035 between Big Mill Farm Road and Old Winston Road (SR 2648). The primary purpose of this project is to relieve congestion on Hopkins Road (SR 2648) such that a minimum LOS D can be achieved.

Hopkins Road (SR 2649) from Big Mill Farm Road to Old Winston Road (SR 2648) is currently a two-to-three lane facility. Traffic on this section of Hopkins Road (SR 2649) is projected to increase from 9,900 vehicles per day (vpd) in 2009 to 22,800 vpd in 2035, compared to a LOS D capacity of 15,300.

The proposed project (Local ID WS-L011) is to widen existing Big Mill Farm Road from a two-lane to four-lane boulevard from Hopkins Road (SR 2649) to its termini with bicycle accommodations and sidewalks as well as to construct a four-lane divided

boulevard on new location from the existing Big Mill Farm Road termini to South Main Street (SR 4315) with bicycle accommodations and sidewalks, including the construction of an interchange at Business I-40/US 421. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **Ebert Road – Stratford Road Connector, Local ID: WS-L012**

There are currently a limited number of facilities that link the southern part of Winston-Salem. The primary purpose of this project is to create system linkage in the southern part of Winston-Salem by connecting Ebert Road to Kimwell Drive.

The proposed connector will provide needed access from the high growth residential areas in the southern section of Winston-Salem to the commercial and employment areas along US 158 (South Stratford Road) and the Hanes Mall Boulevard area. In addition, it will relieve traffic congestion on existing residential streets, including West Clemmonsville Road (SR 1120) and Burke Mill Road, by handling the demand of cross town traffic.

The proposed project (Local ID WS-L012) is to construct a three-lane minor thoroughfare with center left-turn lane with bicycle accommodations and sidewalks on new location from Ebert Road to Kimwell Drive. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **Forum Parkway Connector, Local ID: WS-L014**

There are currently a limited number of east-west facilities that link the two major north-south facilities of NC 65 (Bethania-Rural Hall Road) and NC 66 (University Parkway) in Rural Hall. The primary purpose of this project is to enhance system linkage between NC 65 (Bethania-Rural Hall Road) and NC 66 (University Parkway) in Rural Hall.

The proposed connector will provide needed access within the growing industrial section of Rural Hall. In addition, it will alleviate traffic congestion on NC 65 (Bethania-Rural Hall Road) near the US 52 interchange.

The proposed project (Local ID WS-L014) is to construct a two-lane facility with bicycle accommodations and sidewalks on new location from the current Forum Parkway (SR 3955) termini to NC 66 (University Parkway). This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **Glenn Hi Road Extension, Local ID: WS-L017**

There are currently a limited number of east-west facilities that traverse southeastern Forsyth County. The purpose of this project is to relieve congestion on local facilities and create system linkage between Union Cross Road (SR 2643) and NC 66.

The connector will provide needed access from rapidly growing residential, commercial, and industrial areas of southeast Forsyth County. The connector will relieve traffic congestion on existing residential streets, including Hedgecock Road (SR 2683) and Watkins Ford Road (SR 2624), as well as redirect local traffic that currently uses Interstate 40 to access southeastern Forsyth County.

The proposed project (Local ID WS-L017) is to construct a four-lane divided boulevard on new location with bicycle accommodations and sidewalks from the current termini of Glenn Hi Road (SR 2679) with Union Cross Road (SR 2643) to NC 66. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **Hanes Mill Road (SR 1672), TIP No. U-2729**

Existing Hanes Mill Road (SR 1672) is projected to be over capacity by 2035 from Museum Drive to University Parkway (SR 4000). The primary purpose of this project is to relieve congestion on Hanes Mill Road (SR 1672) such that a minimum LOS D can be achieved.

Traffic on Hanes Mill Road (SR 1672) from Museum Drive to University Parkway (SR 4000) is projected to increase from 14,000 vehicles per day (vpd) in 2009 to 17,700 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.

The proposed project (TIP No. U-2729) is to widen Hanes Mill Road (SR 1672) from two lanes to a five-lane other major thoroughfare with center left-turn lane with bicycle accommodations and sidewalks from Museum Drive to University Parkway (SR 4000). This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **Idols Road Extension, TIP No. U-2707**

The purpose of the project is to improve connectivity and access to property between existing Idols Road (SR 3000) and US 158. The 2012-2018 TIP includes project U-2707 that is intended to address this problem. The project consists of constructing a two-lane facility on new location from existing Idols Road (SR 3000) to US 158. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **Martin Luther King Jr. Drive Extension, Local ID: WS-L016**

There are currently a limited number of east-west facilities that traverse downtown Winston-Salem. The purpose of this project is to relieve congestion on local downtown streets and create system linkage between eastern and western downtown Winston-Salem.

The Martin Luther King Jr. Drive Extension will provide cross town access to Cherry/Marshall Streets, University Parkway, and US 52 while relieving pressure on the downtown street grid. As streets in the downtown become two-way and take on a pedestrian friendly cross-section, this facility will allow for additional east-west capacity.

The proposed project (Local ID WS-L016) is to widen existing West 8th Street to a four-lane divided boulevard from the intersection of Trade Street and Martin Luther King Jr. Drive to the intersection of West 8th Street and Northwest Buxton Street with bicycle accommodations and sidewalks as well as to construct a four-lane divided boulevard on new location from the intersection of West 8th Street and Northwest Buxton Street to Northwest Boulevard with bicycle accommodations and sidewalks. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **Macy Grove Road Extension, TIP No. U-2800/U-4734**

Existing NC 150 in downtown Kernersville is currently over capacity. The 2012-2018 TIP includes projects U-2800/U-4734 that are intended to address this problem. The projects consist of constructing a four-lane divided boulevard, part on new location from NC 150 north of Kernersville to Business I-40/US 421 east of Kernersville. These projects are currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **East Mountain Street (SR 1005/2045), TIP No. U-3617**

Existing East Mountain Street (SR 1005/2045) is projected to be over capacity by 2035 from NC 66 to Crosscreek Road (SR 2001) in Guilford County. The primary purpose of this project is to relieve congestion on East Mountain Street (SR 1005/2045) such that a minimum LOS D can be achieved.

This section of East Mountain Street (SR 1005/2045) currently has a two-to-three lane undivided cross-section. Traffic on East Mountain Street (SR 1005/2045) from NC 66 to Crosscreek Road (SR 2001) in Guilford County is projected to increase from 13,300 vehicles per day (vpd) in 2009 to 17,600 vpd in 2035, compared to a LOS D capacity of 15,300 vpd.

The proposed project (TIP No. U-3617) is to widen East Mountain Street (SR 1005/2045) from two-to-three lanes to a four-lane divided boulevard with bicycle accommodations and sidewalks from NC 66 to Crosscreek Road (SR 2001) in Guilford County. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is regionally significant.

### **Peace Haven/Styers Ferry Road Connector, Local ID: WS-L013**

There are currently a limited number of east-west facilities that link Clemmons and western Forsyth County with Winston-Salem. The primary purpose of this project is to enhance system linkage between Clemmons and Winston-Salem.

The proposed connector will provide needed access from rapidly growing residential areas in Clemmons and western Forsyth County to the western section of Winston-Salem. In addition, it will relieve traffic congestion on existing residential streets as well as redirect local traffic that currently uses I-40 to access Winston-Salem.

The proposed project (Local ID WS-L013) is to construct a two-lane minor thoroughfare with bicycle accommodations and sidewalks on new location from Lewisville-Clemmons Road (SR 1103) to Lasater Road (SR 1100). This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **Piney Grove Road (SR 1969), Local ID: WS-L018**

Existing Piney Grove Road (SR 1969) is projected to be over capacity by 2035 from NC 150 (North Main Street) to Linville Springs Road (SR 2030). The primary purpose of this project is to relieve congestion on Piney Grove Road (SR 1969) such that a minimum LOS D can be achieved.

Traffic on Piney Grove Road (SR 1969) from NC 150 (North Main Street) to Linville Springs Road (SR 2030) is projected to increase from 15,500 vehicles per day (vpd) in 2009 to 17,900 vpd in 2035, compared to a LOS D capacity of 15,800 vpd.

The proposed project (Local ID WS-L018) is to widen existing Piney Grove Road (SR 1969) from two-lanes to three-lanes with center left-turn lane with bicycle accommodations and sidewalks from NC 150 (North Main Street) to Linville Springs Road (SR 2030). This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **Salem Creek Connector, TIP No. U-2925B**

The purpose of the project is to improve connectivity and access to property between US 52 and Martin Luther King Jr. Drive (SR 4325). The 2012-18 TIP includes project U-2925B that is intended to address this problem. The project consists of constructing a four-lane divided boulevard on new location from US 52 to Martin Luther King Jr. Drive (SR 4325), including the construction of a diverging-diamond interchange at US 52. This project is currently in the project development phase. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch.

### **South Broad Street, TIP No. U-4413**

South Broad Street is currently a 2 to 4 lane facility from Wachovia Street to West 2nd Street, including an interchange with Business I-40/US 421. Mobility along this facility is hampered due to the discontinuity of the existing cross-section, causing a bottleneck at the existing interchange of Business I-40/US 421 as well as a substandard interchange design. The primary purpose of this project is to improve mobility along the facility.

The proposed project (TIP No. U-4413) is to widen the existing 2 to 4 lane facility to a five-lane facility with center left-turn lane with bicycle accommodations and sidewalks from Wachovia Street to West 2nd Street. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **Williams Road (SR 1171), Local ID: WS-L010**

Existing Williams Road (SR 1171) is projected to be over capacity by 2035 at the US 421 interchange. The primary purpose of this project is to relieve congestion on Williams Road (SR 1171) at the US 421 interchange such that a minimum LOS D can be achieved.

This section of William Road (SR 1171) is currently a narrow two-lane bridge over US 421 with no left-turn lanes to access US 421. Traffic on this section of Williams Road (SR 1171) is projected to increase from 13,000 vehicles per day (vpd) in 2009 to 24,200 vpd in 2035, compared to a LOS D capacity of 15,300 vpd.

The proposed project (Local ID WS-L010) is to widen the existing two-lane bridge to a four-lane divided bridge with bicycle accommodations and sidewalks as well as construct roundabouts at the US 421 exit and entrance ramps. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.



## **Other Major Projects: Long-Term**

### **Business I-40/US 421, TIP No. R-0952B**

Business I-40/US 421, from west of US 158 to Guilford County. There is a need to upgrade existing Business 40/US 421 from west of US 158 to Guilford County, This includes resurfacing, bridge rehabilitation, and upgrading to interstate standards.

### **Business I-40/US 421, TIP No. U-2827B**

The Business 40 Improvement Project extends 1.1 miles from west of Fourth Street to east of Church Street in downtown Winston-Salem. It will include removing and replacing the existing pavement, removing and replacing some of the nine bridges over Business 40, replacing bridges on Business 40, modernizing the entrance and exit ramps and replacing or reconfiguring some or all of them, lengthening the acceleration and deceleration lanes between ramps, and widening existing roadway shoulders and adding new ones. Given the limited right-of-way width, it is possible that new right-of-way may be acquired; however, this will be kept to a minimum to reduce residential, business, historic, and other environmental impacts. This project will improve safety, make travel more efficient, and extend the lifespan of this important artery.

### **US 158, TIP No. R-2577B**

US 158 between Belews Creek Road (SR 1965) and Guilford County is expected to be near capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a Level of Service "D".

This section of US 158 is currently a two-lane undivided cross-section. The 2009 annual average daily traffic (AADT) is 9,500 vehicles per day (vpd); by 2035, the AADT is expected to be 13,500 vpd compared to a LOS "D" capacity of 15,800 vpd for the existing cross-section.

### **US 52/Future I-74, TIP No. R-4404**

US 52/Future I-74, from Surry County to NC 65. Based on North Carolina's vision for mobility and connectivity, there is a need to upgrade existing US 52 from Surry County to NC 65. This includes resurfacing as well as bringing the existing facility up to interstate standards.

### **NC 8, TIP No. R-3801**

There is a need to upgrade existing NC 8 from NC 89 north of Walnut Cove to the Virginia State Line. This includes widening travel lanes to 12-feet and resurfacing.

### **NC 65, TIP No. U-2730B**

NC 65 from US 52 to NC 66 is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a Level of Service “D”.

This section of NC 65 is currently a two-to-three lane undivided cross-section. The 2009 annual average daily traffic (AADT) from US 52 to Forum Parkway (SR 3955) is 14,000 vehicles per day (vpd); by 2035, the AADT is expected to be 25,400 vpd compared to a LOS “D” capacity of 15,800 vpd for the existing cross-section. The 2009 annual average daily traffic (AADT) from Forum Parkway (SR 3955) to Northridge Park Drive (SR 3983) is 9,300 vehicles per day (vpd); by 2035, the AADT is expected to be 21,500 vpd compared to a LOS “D” capacity of 15,800 vpd for the existing cross-section. The large increase in traffic in this section is due to existing plus expected industrial and commercial growth at Northridge Park Drive (SR 3983). The 2009 annual average daily traffic (AADT) from Northridge Park Drive (SR 3983) to NC 66 is 9,300 vehicles per day (vpd); by 2035, the AADT is expected to be 13,900 vpd compared to a LOS “D” capacity of 13,800 vpd for the existing cross-section.

### **NC 150, Local ID No. WSMP-0030-H**

NC 150, from Forsyth County to Frye Bridge/Welcome-Arcadia Road (SR 1493) is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a Level of Service “D”.

This section of NC 150 is currently a two-lane undivided cross-section. The 2009 annual average daily traffic (AADT) from Forsyth County to Frye Bridge/Welcome-Arcadia Road (SR 1493) is 14,000 vehicles per day (vpd); by 2035, the AADT is expected to be 20,800 vpd compared to a LOS “D” capacity of 15,800 vpd for the existing cross-section.

### **NC 801, TIP No. R-3610**

NC 801 from Peoples Creek Road (SR 1650) to US 158 is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a Level of Service “D”.

This section of NC 801 is currently a two-lane undivided cross-section. The 2009 annual average daily traffic (AADT) is 9,600 vehicles per day (vpd); by 2035, the AADT is expected to be 17,800 vpd compared to a LOS “D” capacity of 15,800 vpd for the existing cross-section.

### **NC 801, Local ID No. WSMP-0034-H**

The purpose of this project is to relieve congestion, improve safety, improve mobility, assist with growth/land use, and create facility linkage by widening NC 801 to multiple

lanes (three lanes or more) from US 158 to Redland Road. NC 801 has a 2007 Average Daily Traffic count of 5,300 vehicles per day.

NC 801 has become heavily congested in the area north and south of the interchange with Interstate 40 and is operating above capacity. New residential and commercial developments have increased traffic and safety concerns along this corridor. The additional land available for development will continue to exacerbate the traffic problems on NC 801. Additional pavement width is needed to accommodate bicyclists traveling on the State's Mountains to Sea bicycle route through Davie County. Sidewalks are needed to provide safe pedestrian access from the residential developments to the adjoining commercial areas.

### **Hickory Tree Road, Local ID No. WSMP-0125-H**

The purpose of this project is to relieve congestion, and assist with growth/land use by widening Hickory Tree Road (SR 1508) to a multi-lane facility (three or more lanes) from US 52 to NC 150. Hickory Tree Road (SR 1508) has a 2007 Average Daily Traffic count of 8,500 vehicles per day.

Hickory Tree Road connects NC 150 with US 52, both of which have direct access into Forsyth County and Winston-Salem for the residents of northern Davidson County. This close proximity to major thoroughfares has made Hickory Tree Road a highly desirable residential location. This area has seen tremendous residential growth in the past decade. Commercial centers are located at either end of Hickory Tree Road and serve the surrounding area and much of northern Davidson County. Hickory Tree Road has become the major thoroughfare link for both residential developments and commercial services and is experiencing increased traffic volumes and turning movement accidents.

### **High Point Airport Connector**

High Point Airport Connector, from US 311/I-74 to US NC 68. Based on North Carolina's vision for mobility and connectivity, there is a need to connect US 311/I-74 and High Point with NC 68 and the Piedmont Triad Regional Airport in Guilford County. This proposed facility is intended to provide mobility and connectivity from US 311/I-74 and High Point to NC 68 and the Piedmont Triad Regional Airport in Guilford County.

### **I-73/74 Connector, TIP No. I-4924**

I-73/74 Connector, Winston-Salem Northern Beltway (Future I-74) north of Kernersville to NC 68 (Future I-73) west of Greensboro, Forsyth and Guilford Counties. Multi-lane Freeway on new location.

The connector will provide needed direct access to the Piedmont Triad International Airport and Kernersville from the Eastern Section of the Northern Beltway. The future Regional Airport Connector will connect Winston-Salem, the airport, and other regionally significant corridors - Interstate 40, Business Interstate 40, US 311 and Reidsville Road

(US 158) with a multimodal limited access freeway. The connector will relieve the heavily congested Interstate 40 corridor while providing opportunities for residents of eastern Winston-Salem and northern Kernersville to improved access to freeways and future economic development.

The I-73/74 Connector was identified as an important freeway for the Triad during recent studies on the Greensboro corridor link and during the Winston-Salem Urban Area Thoroughfare Plan Update in 2002.

### **Lewisville-Clemmons Road (SR 1103), TIP No. U-5121**

Lewisville-Clemmons Road (SR 1103), from I-40 to US 158 is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a Level of Service "D".

This section of Lewisville-Clemmons Road (SR 1103) is currently a five-lane undivided cross-section. The 2009 annual average daily traffic (AADT) from I-40 to US 158 is 37,000 vehicles per day (vpd); by 2035, the AADT is expected to be 46,100 vpd compared to a LOS "D" capacity of 31,700 vpd for the existing cross-section.

### **Northern Beltway (Western Section), TIP No. R-2247CA**

The Winston-Salem Northern Beltway is a multi-lane freeway that will loop around the northern part of Winston-Salem. By building this road, NCDOT will help alleviate congestion and enhance safety along heavily traveled routes such as Business 40 and U.S. 52 in Forsyth County.

The project begins at U.S. 158 southwest of Winston-Salem and ends at U.S. 311 southeast of the city. The total length of the project is 34.2 miles. The Beltway is made up of three sections. The portion from U.S. 158 to U.S. 52 is known as the "western section," or State Transportation Improvement Program project R-2247.

R-2247CA Beltway Interchange at U.S. 421. Constructing this Beltway interchange at U.S. 421 will improve north/south connectivity in western Forsyth County; Provide improved direct connections to U.S. 421; and Provide congestion relief for area roadways. The Styers Ferry (SR 1103) Road and Peace haven Road (SR 1140) interchanges bookend R-2247CA and have capacity issues. Currently, long back-ups occur during the AM and PM peak periods along Peace Haven Road in the area of the US 421 interchange in both the northbound and southbound directions.

### **Northern Beltway (Western Section), TIP No. R-2247EB**

The Winston-Salem Northern Beltway is a multi-lane freeway that will loop around the northern part of Winston-Salem. By building this road, NCDOT will help alleviate congestion and enhance safety along heavily traveled routes such as Business 40 and U.S. 52 in Forsyth County.

The project begins at U.S. 158 southwest of Winston-Salem and ends at U.S. 311 southeast of the city. The total length of the project is 34.2 miles. The Beltway is made up of three sections. The portion from U.S. 158 to U.S. 52 is known as the "western section," or State Transportation Improvement Program project R-2247.

R-2247EB Beltway Interchange at U.S. 52 / Bethania Rural Hall Road. Constructing this Beltway interchange at U.S. 52 / Bethania Rural Hall Road will improve north/south connectivity in northern Forsyth County; Provide improved direct connections to U.S. 52; and Provide congestion relief for area roadways.

### **Old Greensboro Road (SR 2045), TIP No. U-3617**

Old Greensboro Road (SR 2045) from NC 66 to Guilford County is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a Level of Service "D".

This section of Old Greensboro Road (SR 2045) is currently a two-to-three lane undivided cross-section. The 2009 annual average daily traffic (AADT) from US 52 to Forum Parkway (SR 3955) is 13,300 vehicles per day (vpd); by 2035, the AADT is expected to be 17,600 vpd compared to a LOS "D" capacity of 15,300 vpd for the existing cross-section.

### **Old Hollow Road, Local ID No. WSMP-0020-H**

The purpose of this project is to relieve congestion and assist with growth/land use by widening Old Hollow Road (NC 66) to three lanes from Reidsville Road (US 158) to Darrow Road, Main Street to Harley Drive, and widening to five lanes from Darrow Road to Main Street. Old Hollow Rd has a 2007 Average Daily traffic count of 20,000 vehicles per day.

Old Hollow Road (NC 66) is a major east-west arterial which carries heavy volumes of traffic, particularly truck traffic. The traffic on this road greatly exceeds its designed capacity. Traffic on this road will continue to increase until the Northern Beltway (Eastern Section) is built. Two major commercial and industrial developments on Old Hollow Road are generating thousands of trips in the area. Two additional mixed use developments in the area are under construction. The problems of traffic congestion and accidents will become worse without improvements.

### **Stokes County Southern Connector, TIP No. R-3823**

Stokes County Southern Connector, from US 52 to US 311. Based on the Winston Salem MPO's need for mobility and connectivity, there is a need to connect the towns of Walnut Cove and King in southern Stokes County. This includes upgrading various existing 2-lane roads near King within the Winston Salem MPO boundary as well as constructing a new 2-lane road in rural Stokes County.

### **South Stratford Road (US 158), Local ID No. WSMP-0006-H**

The purpose of this project is to relieve congestion, improve safety, eliminate facility deficiencies and sustain growth/land use by widening South Stratford Road to six lanes with a raised median from Silas Creek Parkway to I-40.

Intersection and safety improvements are needed on Stratford Road from Business Interstate 40 to Silas Creek Parkway to provide for the high volume of turning movements and to consolidate numerous driveways along this heavily developed commercial strip. The divided facility will increase the capacity of the road, improve traffic flow and reduce the accidents caused by turning vehicles in the through lanes. A significant amount of development and redevelopment near the project has increased traffic in the last ten years. Continued expansion of “big box” development on Hanes Mall Boulevard, an office tower on Oakwood Drive and the renovation of existing shopping centers have contributed to these problems. Future development in this area will likely increase and continue to exacerbate traffic problems in this corridor.

### **South Stratford Road (US 158), Local ID No. WSMP-0007-H**

The purpose of this project is to relieve congestion, improve safety, eliminate facility deficiencies and sustain growth/land use by widening South Stratford Road (US 158) (2007 Average Daily Traffic: 28,000 vehicles per day) to four lanes with a raised median from Business I-40 to Silas Creek Parkway.

Intersection and safety improvements are needed on Stratford Road from Business Interstate 40 to Silas Creek Parkway to provide for the high volume of turning movements and to consolidate numerous driveways along this heavily developed commercial strip. The divided facility will increase the capacity of the road, improve traffic flow and reduce the accidents caused by turning vehicles in the through lanes. A significant amount of development and redevelopment near the project has increased traffic in the last ten years. Continued expansion of “big box” development on Hanes Mall Boulevard, an office tower on Oakwood Drive and the renovation of existing shopping centers have contributed to these problems. Future development in this area will likely increase and continue to exacerbate traffic problems in this corridor.

### **US 311 Connector, Local ID No. WS-L019**

The purpose of this project is to relieve congestion, improve safety, and create facility linkage by building a new four lane median divided road from Business I-40 to the I-40/US 311 interchange.

The US 311 Connector will provide an important north-south link in the southeastern part of the city, connecting with both Interstate highways, the US 311 freeway, and Reidsville Road (US 158). The connector will provide relief to US 52 (NC 8) and Martin Luther King, Jr. Drive which are parallel to and west of the connector. US 52 between

the Interstate highways is carrying 64,000 vehicles per day (2007 ADT) and has an accident rate above the state average.

### **West Mountain Street, Local ID No. WSMP-0176-H**

The purpose of this project is to relieve congestion, improve safety, and improve pedestrian mobility by widening West Mountain Street (SR 2377) to a three lane road from Old Greensboro Road to Old Hollow Road. West Mountain Street (SR 2377) has a 2007 Average Daily Traffic count of 11,000 vehicles per day.

West Mountain Street is a heavily used two lane road linking the Town of Kernersville and the City of Winston-Salem. High volumes of peak hour traffic and truck traffic from a variety of industrial parks and businesses, creates significant congestion and safety problems along this corridor. The road, when connected in the future with the proposed Northern Beltway and Regional Airport Connector, will provide important local access to these regional facilities. Bicycle accommodations and sidewalks are needed to serve East Forsyth High School and numerous adjacent neighborhoods.

### **Williams Road, Local ID No. WS-L010**

Williams Road Bridge over US 421. The purpose of this project is to relieve congestion, improve safety, and sustain growth/land use by widening Williams Road Bridge over US 421 and constructing roundabouts at the ramps.

The Williams Road Bridge over US 421 is a narrow two-lane bridge (2007 Average Daily Traffic: 13,000 vehicles per day). Heavy peak hour traffic at the interchange causes significant congestion and safety problems. These problems will get worse as growth continues in the future. The Williams Road/US 421 interchange provides direct access into the heart of Lewisville and for the businesses and residential subdivisions near the interchange.