

## II. Recommendations

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A Comprehensive Transportation Plan (CTP) is developed to ensure that the progressively developed transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. This document should be utilized by the local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and the environment.

The Winston Salem MPO is required by federal law to develop a Long Range Transportation Plan (LRTP). The Winston Salem MPO LRTP is the fiscally constrained portion of the Winston Salem MPO CTP.

This report documents the development of the Winston Salem MPO CTP as shown in Figure 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.

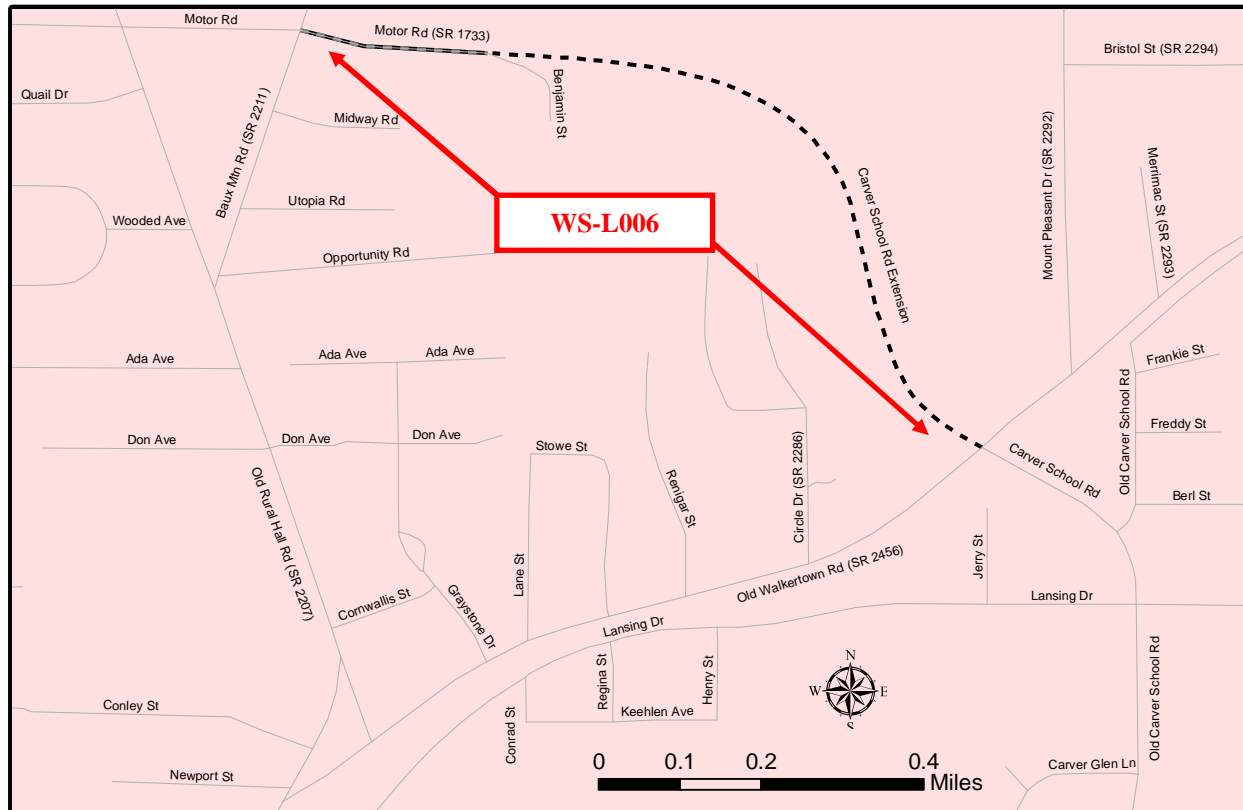
### ***Problem Statements***

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

## HIGHWAY

### 2009-2015 Winston-Salem Urban Area LRTP Horizon Year

**Carver School Rd Ext Proposed Improvements from Local ID: WS-L006  
Old Walkertown Rd (SR 3456) to Baux Mtn. Rd (SR 2211) Last Updated: 5/25/2011**



#### **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 be near capacity by 2035.

The primary purpose of these improvements is to provide connectivity in the Carver/Ogburn area and 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 area of Winston Salem. Carver School Road and Motor Road (SR 1733) are currently 2-lane

minor thoroughfares with 10 and 11-foot lanes, respectively. 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.

Old Walkertown Road (SR 2456) and Old Rural Hall Road (SR 2207) are currently two-lane minor thoroughfares with 12 and 11-foot lanes, respectively. Even with improvements to adjacent facilities, traffic on Old Walkertown Road (SR 2456) from Old Rural Hall Road (SR 2207) to Carver School Road is expected to be approximately 12,300 vehicles per day (vpd) in 2035, compared to an overall capacity of 15,300 vpd.

Currently, existing traffic north of the Carver/Ogburn area must use Old Rural Hall Road (SR 2207) and Old Walkertown Road (SR 2456) to access the Quality Education Academy and other amenities on Carver School Road. Lack of connectivity throughout the Carver/Ogburn area forces traffic onto these routes, causing longer travel times for traffic traversing the area.

### **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.

### **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 City-County Planning Board by Spring of 2011.

### **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.winston-salem.nc.us/Assets/CityOfWS/Documents/Planning/AreaPlans/NESAP/Draft/NESAP-Draft\\_20100811.pdf](http://www.ci.winston-salem.nc.us/Assets/CityOfWS/Documents/Planning/AreaPlans/NESAP/Draft/NESAP-Draft_20100811.pdf)

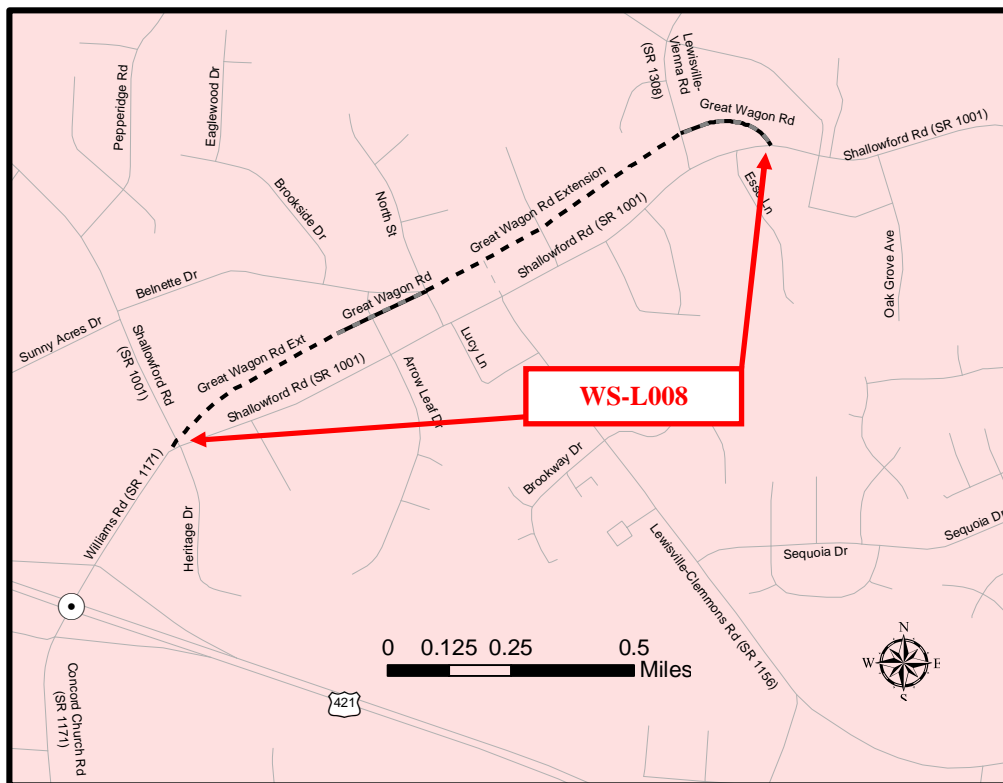
### **Multi-modal Considerations**

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.

**The Great Wagon Rd/Lewisville-Clemmons Rd Ext from Local ID: WS-L008  
Williams Rd (SR 1171) to Shallowford Rd (SR 1001) Last Updated: 5/25/2011**



**Identified Problem**

Shallowford Road (SR 1001) from Williams Road (SR 1171) to the Great Wagon Road in Lewisville is projected to be over capacity by 2035. The primary purpose of this project is to relieve congestion on Shallowford Road (SR 1001) such that a minimum LOS D can be achieved.

**Justification of Need**

Currently, Shallowford Road (SR 1001) is a 3-lane facility with 11-foot lanes from Williams Road (SR 1171) to the Great Wagon Road in Lewisville. This facility is the main route through Downtown Lewisville. Many homes and businesses are located within a few feet of the existing facility.

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. By avoiding a major widening of Shallowford Road (SR 1001), existing residences and businesses in the downtown area will not need to be relocated or condemned.

## **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. Existing business locations along this section of Shallowford Road (SR 1001) are currently located within a few feet of the existing 3-lane facility. The plan specifies that these existing business locations are at the forefront of the downtown business district and are vital to the areas economic growth.

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 provides an alternate route through downtown Lewisville. It also provides better access from Lewisville and Western Forsyth County to the Winston Salem Northern Beltway – Western Loop (TIP Project R-2247) via Shallowford Road (SR 1001). 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, including an interchange at Shallowford Road (SR 1001).

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 parallel to existing Shallowford Road (SR 1001) 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 are recommended to 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.

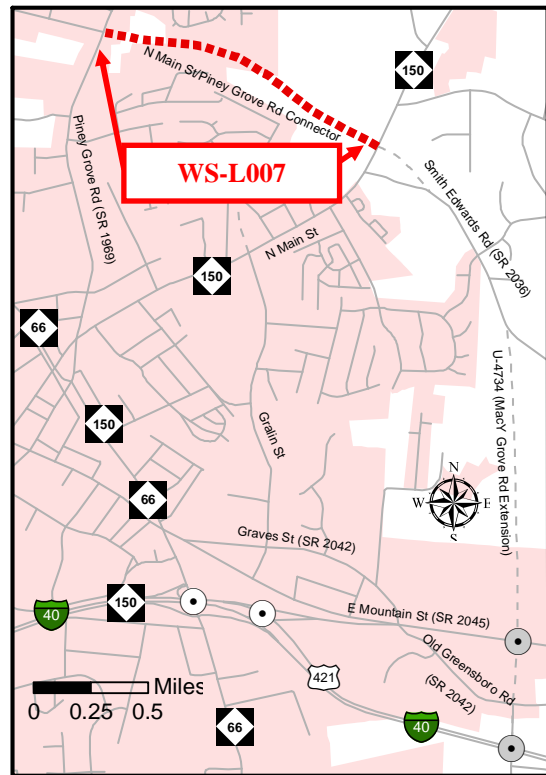
**N Main St/Piney Grove Rd Connector Proposed** **Local ID: WS-L007**  
**Improvements from Piney Grove Rd (SR 1969) to NC 150 Last Updated: 5/25/2011**

**Identified Problem**

The Kernersville urban loop system is incomplete from North Main Street (NC 150) to Piney Grove Road (SR 1969). This system is intended to provide an alternate facility to already congested routes into Kernersville. The primary purposes of this project are to improve connectivity and mobility around eastern Kernersville and to relieve congestion on existing facilities.

**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. The ability to widen existing facilities within downtown Kernersville is limited due to structures near existing roadways, including historic structures. NC 150 also passes through a historic district in 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, including Business I-40.

Existing NC 150, which traverses downtown Kernersville on its way to Business I-40, has limited options for improvement due to passing through a condensed, built out business district. NC 150 also passes near a national register historic district, including several national register historic structures. Citizens experience delays accessing Business I-40 due to existing conditions on NC 150. The proposed project, in conjunction with the Smith Edwards Road (SR 2036) extension and the Macy Grove Road Extension (U-4734) , would provide an alternate route to access Business I-40.

## **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 and through downtown Kernersville.

### **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.

## **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 limit development to primarily residential uses.

**University Parkway (SR 4000) Proposed Improvements Local ID: U-2924  
from N. Point Blvd. (SR 3973) to Hanes Mill Rd (SR 1672) Last Updated: 5/25/2011**

**Identified Problem**

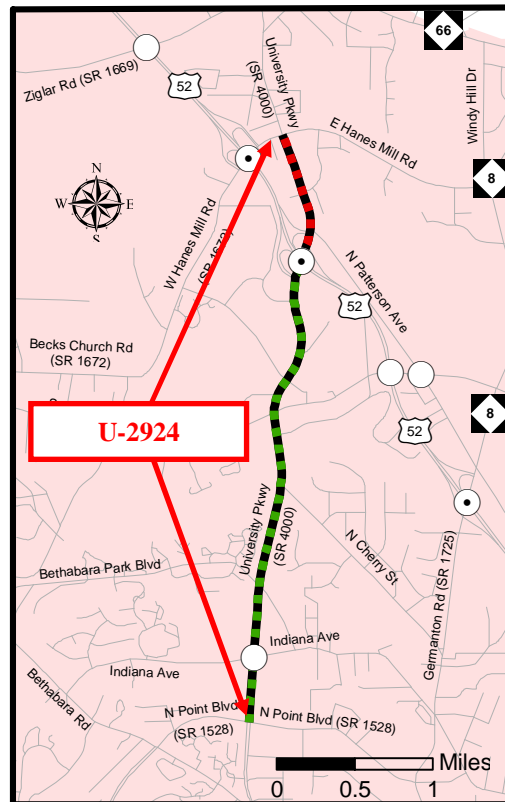
University Parkway (SR 4000) is currently a 4-to-6 lane facility from North Point Boulevard (SR 3973) to Hanes Mill Road (SR 1672). Mobility along this facility is hampered due to the discontinuity of the existing cross-section.

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-6 lane facility. It is a 6-lane divided facility (1.0 miles) from North Point Boulevard (SR 3973) to North Cherry Street, a 4-lane divided facility (1.1 miles) from North Cherry Street to US 52 and a 5-lane undivided facility (0.6 miles) 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.

### **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.

**Lewisville-Clemmons Road (SR 1103), Local ID No. WS-T001, TIP No. U-3119A**

This project is within the 2008-2009 Winston Salem Long Range Transportation Plan timeframe. The Lewisville-Clemmons Road (SR 1103) improvements from Peace Haven Road (SR 1891) to north of US 421 have been completed.

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

This project is within the 2008-2009 Winston Salem Long Range Transportation Plan timeframe. The purpose of the project is to improve connectivity and access from West Clemmons Road (SR 1120) to Peters Creek Parkway (NC 150). The West Clemmons Road Extension (SR 1120) from Old Salisbury Road (SR 3011) to Peters Creek Parkway (NC 150) is currently under construction and nearing completion.

**Burke Mill Road Realignment, Local ID No. WS-L003**

This project is within the 2008-2009 Winston Salem Long Range Transportation Plan timeframe. The Burke Road Realignment from Griffith Road (SR 2972) to South Stratford Road (US 158) has been completed.

**US 158 (Clemmons Road), Local ID No. WS-T003, TIP No. B-3835**

This project is within the 2010 Winston Salem Long Range Transportation Plan timeframe. 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.

**Research Park Boulevard, Local ID No. WS-T004, TIP No. U-4918**

This project is within the 2010 Winston Salem Long Range Transportation Plan timeframe. The purpose of the project is to improve connectivity and access to property from Stadium Drive to Third Street near downtown Winston-Salem. The project would provide access to properties while funneling future development-related traffic to existing streets in a strategic manner that is compatible with the existing and proposed transportation network.

This project is currently in the roadway design 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), Local ID No. WS-T005, TIP No. U-4909**

This project is within the 2010 Winston Salem Long Range Transportation Plan timeframe. 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.

**Old Lexington Road, Local ID No. WS-L004**

This project is within the 2010 Winston Salem Long Range Transportation Plan timeframe. The Old Lexington Road improvements from Interstate 40 to Sprague Street have been completed.

**Patterson Avenue Extension Local ID No. WS-L005**

This project is within the 2010 Winston Salem Long Range Transportation Plan timeframe. Patterson Avenue Extension from Third Street to Research Park Boulevard has been taken out of the WSMPO LRTP. The WSMPO LRTP has been amended to show this project removal.

**King-Tobaccoville Road/North Main Street (SR 1611-SR 1112), Local ID No. WS-T006, TIP No. R-2201**

This project is within the 2011-12 Winston Salem Long Range Transportation Plan timeframe. 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.

**Clemmons Road (SR 2747), Local ID No. WS-T007, TIP No. U-2923**

This project is within the 2011-12 Winston Salem Long Range Transportation Plan timeframe. Clemmons 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.

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

This project is within the 2011-12 Winston Salem Long Range Transportation Plan timeframe. US 52 from the Interstate 40 Bypass to the proposed Northern Beltway is currently built to substandard design and 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.

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

This project is within the 2013-15 Winston Salem Long Range Transportation Plan timeframe. The purpose of the project is to improve connectivity and access to property between Salem Avenue, US 52, 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.

## **2016-2025 Winston-Salem Urban Area LRTP Horizon Year**

### **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. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is regionally significant.

### **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. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is regionally significant.

### **US 158 (Reidsville Road), TIP No. R-2577A**

Existing US 158 (Reidsville Road) 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 project consists 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. This project is within the 2025 horizon year of the 2035 Winston Salem Urban Area LRTP and is regionally significant.

### **US 158 (Clemmons Road), Local ID: WS-L015**

Existing US 158 (Clemmons Road) 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 (Clemmons Road) 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 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 (Thomasville Road), TIP No. R-2568C**

NC 109 (Thomasville Road) is currently a two-lane major thoroughfare from Old Greensboro Road (SR 1798) 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. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is regionally significant.

### **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 streets, including West Clemmons Road (SR 1120), London Lane, 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 High 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 High 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) 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. Right-of-way has been acquired for this project and it is currently waiting for construction funding. For additional information about this project, including the Purpose and Need, contact NCDOT's Project Development and Environmental Analysis Branch. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **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 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 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. This project is within the 2025 horizon year of the 2035 Winston-Salem Urban Area LRTP and is not regionally significant.

### **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-2925**

The purpose of the project is to improve connectivity and access Salem Avenue in downtown Winston-Salem, US 52, and Martin Luther King Jr. Drive (SR 4325) near Winston-Salem State University. The 2012-18 TIP includes project U-2925 that is intended to address this problem. The project consists of constructing a four-lane divided boulevard on new location from Salem Avenue 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. 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 Williams 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.