

II. Recommendations

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

This report documents the development of the Burlington-Graham 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

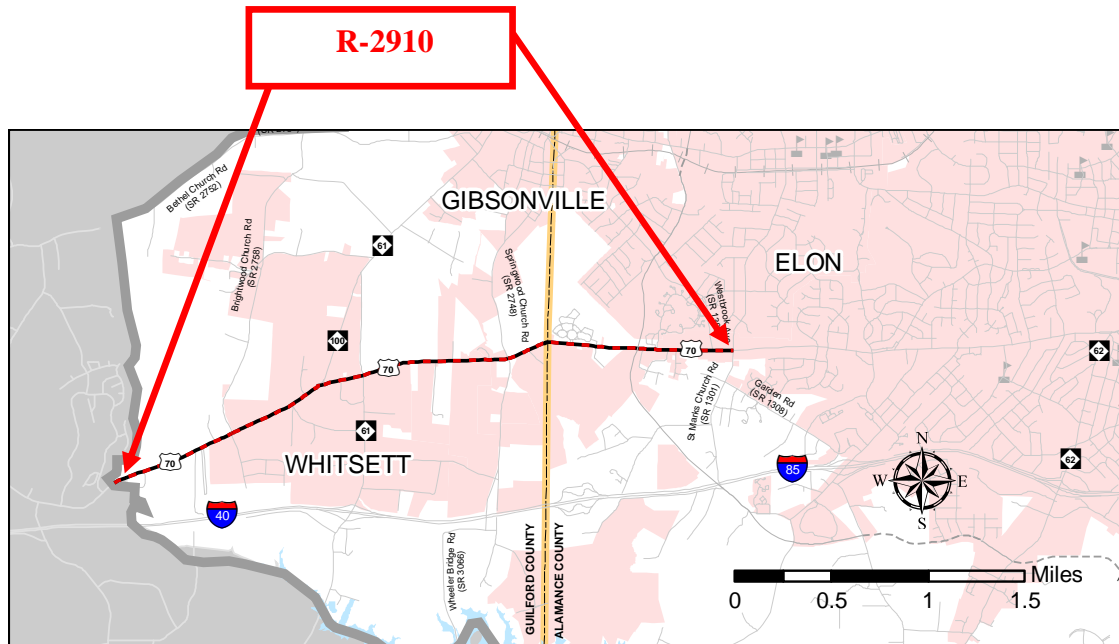
The following pages contain problem statements for each recommendation, organized by CTP modal element.

HIGHWAY ELEMENT

2020 Burlington-Graham MPO LRTP Horizon Year

US 70 Proposed improvements from Westbrook Avenue (SR 1309) to the Western MPO Boundary

Local ID: R-2910
Last Updated: 6/24/2011



Identified Problem

Existing US 70 is projected to be over capacity by 2035 near Whitsett from Westbrook Avenue (SR 1309) to the Western MPO Boundary. Improvements are needed to relieve congestion on the existing facility such that a minimum Level of Service (LOS) D can be achieved and to facilitate safe and efficient east-west travel through Alamance County as an alternative route to I-40/I-85.

Justification of Need

US 70 is a major east-west corridor in Alamance County. This facility is a vital artery in moving people and goods from the surrounding counties of Orange and Guilford while traveling through Alamance County and the Burlington-Graham Urban Area.

US 70 is currently a 2-lane major thoroughfare, with segments of 4 to 5 lanes, from the Eastern MPO Boundary to the Western MPO Boundary. It serves regional and statewide mobility and connectivity and is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

By 2035, this facility is projected to be near or over capacity from Westbrook Avenue (SR 1309) to the Western MPO Boundary. Near Whitsett, traffic is projected to increase from 10,000 vehicles per day (vpd) in 2010 to 32,000 vpd in 2035, compared to a capacity of 15,800 vpd.

Community Vision and Problem History

Due to the Burlington-Graham Urban Area's close proximity to Greensboro and the rest of the greater Triad area, population along this corridor is expected to increase at a greater rate than the rest of the county. It is expected that the greatest residential and commercial growth will be near the Town Whitsett.

Currently, US 70 is a two-lane major thoroughfare with 12 foot lanes from the Westbrook Avenue (SR 1309) to the Western MPO Boundary. Residents who live in and around Burlington-Graham use this facility to access jobs and other amenities in this urban area. Due to existing US 70 being used as an alternative travel route to the I-40/I-85 corridor, more travelers use this route to access jobs and shopping centers within the Burlington-Graham area, thereby creating congestion problems on US 70.

CTP Project Proposal

Project Description and Overview

The proposed project (Local ID: R-2910) is to widen US 70 from 2-lanes to a 4-lane divided boulevard from Westbrook Avenue (SR 1309) to the Western MPO Boundary.

The proposed improvements to US 70 will help reduce congestion along the existing east-west corridor through Alamance County. The project would provide a LOS D or better and improve mobility along US 70 within the project area.

Linkages to Other Plans and Proposed Project History

This project directly connects to proposed improvements of NC 100 and St. Marks Church Road (SR 1301). According to the 2008 Burlington-Graham MPO LRTP, US 70 is scheduled to be widened to a 4-lane divided facility by the year 2020. In addition, US 70 extends into the Greensboro MPO under the TIP Project U-2581B and is recommended to be widened to multi-lanes by the year 2025. The 2035 Burlington-Graham Urban Area LRTP can be viewed at the following website:

<http://www.ncdot.org/doh/preconstruct/tpb/MPO/BGMPO.html>

Relationship to Land Use Plans

The Alamance County 2025 Land Use Plan indicates this area has a moderate to high density of population with land developed for urban purposes such as public services and recreational facilities within the surrounding area of the Town of Whitsett. Primarily commercial and urban development is expected along this corridor. Mobility on this facility can be maximized by limiting driveway access. Future land use plan amendments and land use decisions should consider the mobility of this corridor.

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 Burlington-Graham Urban Area LRTP. A portion of US 70 is located within the Cape Fear River Basin water supply shed protected area. Based on project and environmental features mapping using available GIS data, the proposed facility may potentially impact watershed and farmland areas.

A section of this proposed facility is located in Guilford County and has been identified as regionally significant in the 2035 Burlington-Graham Urban Area LRTP. Guilford County is non-attainment for Particulate Matter (PM 2.5) pollutants and has been redesignated to attainment for ozone. An air quality conformity determination for the LRTP was completed in March 2009 and includes analyses for ozone and PM 2.5.

Multi-modal Considerations

The Burlington-Graham Urban Area CTP includes recommendations for public transportation, bicycle, and pedestrian facilities around the Burlington-Graham Urban area.

There are several multi-modal recommendations that surround, but are not located on, this facility. On-road bicycle routes are recommended for improvement on Cook Road (SR 1311) and University Parkway north and south of the proposed facility and Springwood Church Road (SR 2748) south of the facility.

Public/ Stakeholder Involvement

The Burlington-Graham Urban Area CTP and the updated 2035 LRTP were released for public review in 2008. No comments were received relating directly to the project.

Identified Problem

Existing NC 62 is projected to be over capacity by 2035 in Burlington from I-40/I-85 to US 70. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum Level of Service (LOS) D can be achieved and to facilitate safe and efficient north-south travel through Alamance County.

Justification of Need

This section of NC 62 is a major north-south corridor in Alamance County. This facility is a vital artery in moving people and goods through this section of the county from Guilford County to northern Alamance County while traveling through the Burlington-Graham Urban Area.

NC 62 is currently a 2-lane major thoroughfare with 12 foot lanes and is a part of the regional tier of the NC Multimodal Investment Network (NCMIN).

By 2035, this facility is projected to be near or over capacity from US 70 to I-40/I-85. South of Mebane Street (SR 1306), traffic is projected to increase from 19,000 vehicles per day (vpd) in 2010 to 24,000 vpd in 2035, compared to a capacity of 13,800 vpd.

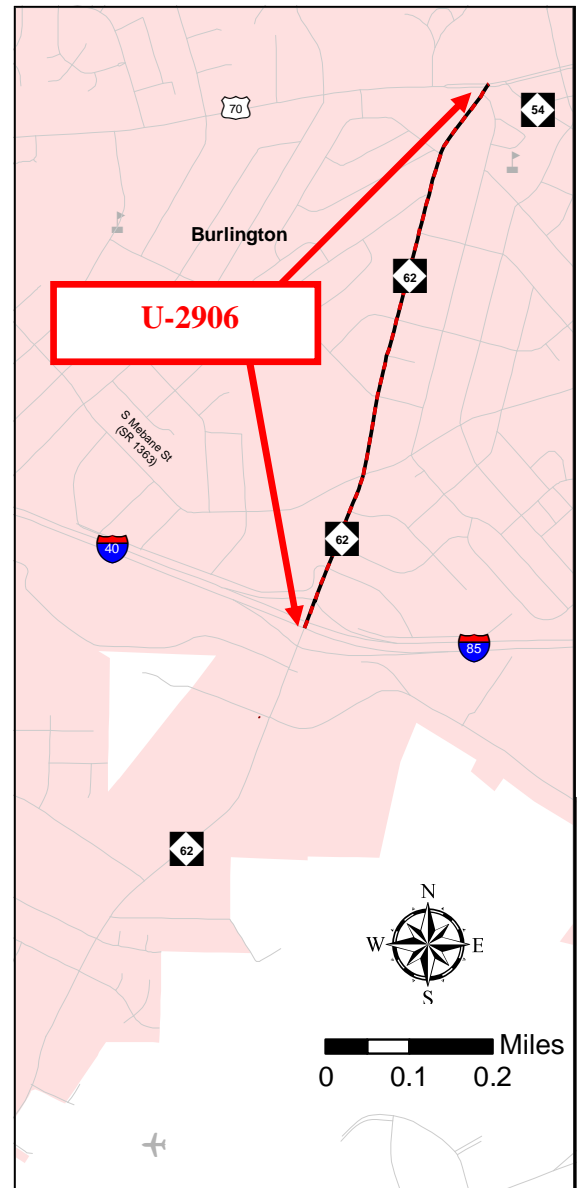
Community Vision and Problem History

Currently, NC 62 is a two-lane major thoroughfare from the Northern MPO Boundary to Alamance County. This facility is used by most residents who live in and around the Burlington Urbanized Area to connect to US 70 and I-40/I-85 for access to jobs, shopping districts, the Burlington-Alamance Regional Airport, and other amenities in this urban area.

CTP Project Proposal

Project Description

The proposed project (Local ID U-2906) is to widen NC 62 from a 2-lane section to a 4-lane divided boulevard from US 70 to I-40/I-85.



The proposed improvements to this corridor will help reduce congestion within the Burlington-Graham Urban Area. This project would improve mobility along this section of NC 62 and provide for a LOS D or better within the project area.

Linkages to Other Plans and Proposed Project History

This project directly connects to proposed improvements on US 70, NC 54, and S. Mebane Street (SR 1306). According to the 2035 Burlington-Graham MPO LRTP, NC 62 is scheduled to be upgraded to a 4-lane divided boulevard by the year 2020. The 2035 Burlington-Graham Urban Area LRTP can be viewed at the following website:

<http://www.ncdot.org/doh/preconstruct/tpb/MPO/BGMPO.html>

Relationship to Land Use Plans

The Alamance County 2025 Land Use Plan indicates this area as primarily developed land associated with the downtown business district within the city limits of Burlington. Land use along this corridor and near the I-40/I-85 interchange consists of large commercial stores, small local businesses, industrial property, restaurants, shops, and a car dealership along with residential housing. Primarily urban growth is expected to continue in this area.

Natural & Human Environmental Context

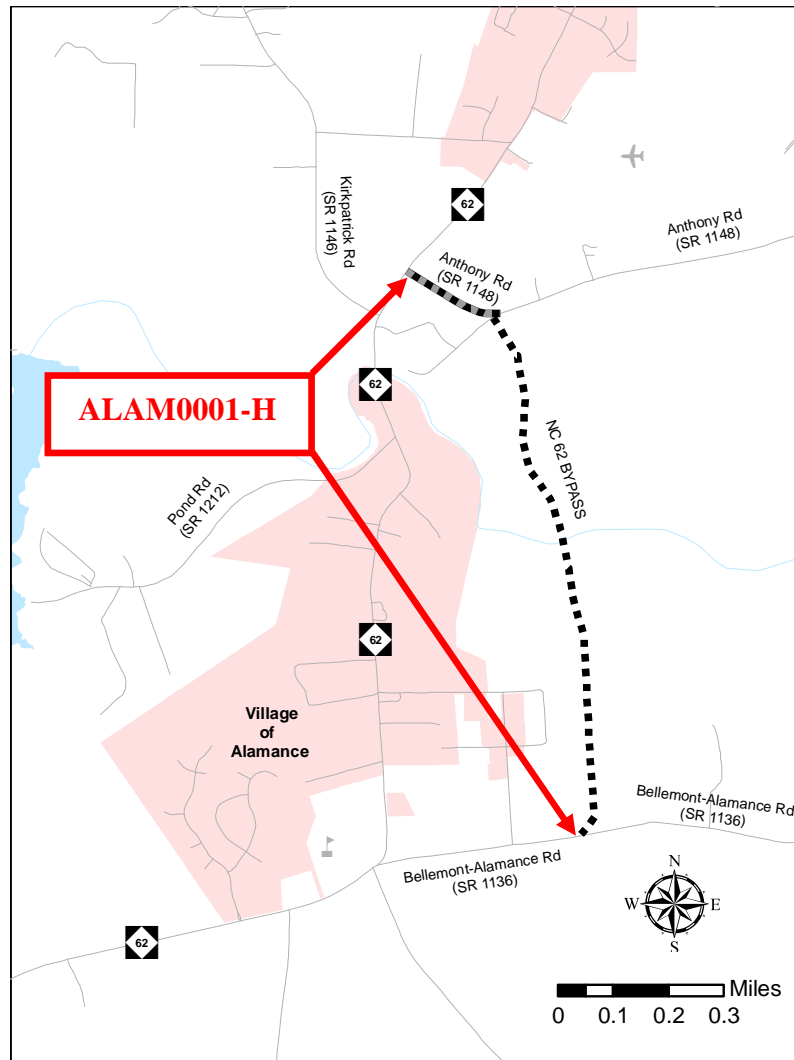
A planning level environmental analysis was conducted to assess the potential environmental impacts of the roadway projects recommended for inclusion in the 2035 Burlington-Graham Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed facility may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

Multi-modal Considerations

There are no other modes of transportation associated with this proposed project.

Public/ Stakeholder Involvement

The Burlington-Graham Urban Area CTP and the updated 2035 LRTP were released for public review in 2008. No comments were received relating directly to the project.



Identified Problem

NC 62 is projected to be over capacity by 2035. The primary purpose of this project is to relieve congestion on existing NC 62 through the Village of Alamance such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

NC 62 is a major north-south corridor in Alamance County. This facility is a vital artery in moving people and goods through this section of the county from northern Alamance County to western Alamance County while traveling through the Burlington-Graham Urban Area. The proposed NC 62 Bypass will provide an alternate route from existing NC 62 for residents traveling north and

south through Alamance County and provide more efficient travel to the Burlington-Alamance Regional Airport and the surrounding area.

By 2035, the existing NC 62 is projected to be over capacity. Traffic is projected to increase from 12,700 vpd in 2010 to 20,700 vpd in 2035 compared to a capacity of 13,800 vpd.

This segment of NC 62 is currently a 2-lane major thoroughfare with 10 foot lanes with many driveways through the Village of Alamance and is part of the regional tier of the NC Multimodal Investment Network (NCMIN). Improvements are needed to alleviate congestion in the Village of Alamance's central business district.

Community Vision and Problem History

Residents who live in and around Burlington-Graham and the Village of Alamance use this facility to access jobs, the Edwin M. Holt Elementary School, churches, and other amenities in this urban area, as well as the Burlington-Alamance Regional Airport.

CTP Project Proposal

Project Description and Overview

The proposed project (Local ID ALAM0001-H) is to construct a 4-lane divided boulevard from Kirkpatrick Road (SR 1146) to Bellemont-Alamance Road (SR 1136). At the north end of the proposed NC 62 Bypass, improvements are needed along Anthony Road (SR 1147) to provide better connectivity to the proposed Bypass. The northern section of Anthony Road (SR 1147) is recommended to be upgraded from a 2 lane facility with 10 foot lanes to a 3 lane major thoroughfare before transitioning to the proposed NC 62 Bypass.

The proposed improvements to this corridor will help reduce congestion on existing NC 62 by providing a LOS D or better near the Village of Alamance as well as more efficient travel to the Burlington-Alamance Regional Airport.

Linkages to Other Plans and Proposed Project History

This project directly connects to proposed improvements on NC 62 north of Anthony Road (SR 1148) and Bellemont-Alamance Road (SR 1136) to the south. According to the 2035 Burlington-Graham MPO LRTP, the NC 62 Bypass is scheduled to be constructed to a 4-lane divided boulevard with limited driveways by the year 2020. The 2035 Burlington-Graham Urban Area LRTP can be viewed at the following website:

<http://www.ncdot.org/doh/preconstruct/tpb/MPO/BGMPO.html>

Relationship to Land Use Plans

The Alamance County 2025 Land Use Plan indicates this area has a low to moderate density of population with land developed east and west of the Village of Alamance for residential neighborhoods. This section of existing NC 62 runs directly through the Alamance Mill Village Historic District which was listed on the National Register of Historic Places in 2007. This historic district consists of textile mills and numerous historic houses located on both sides of NC 62 at the entrance of the Village of Alamance. This 2 lane corridor is located in the central business district of the Village which consists of businesses, restaurants, and shops. Due to right of way restrictions, location of the historic district, and commercial/industrial property,

widening along this area of NC 62 is not recommended. Also, this area is congested with heavy truck traffic from local industrial businesses.

Natural & Human Environmental Context

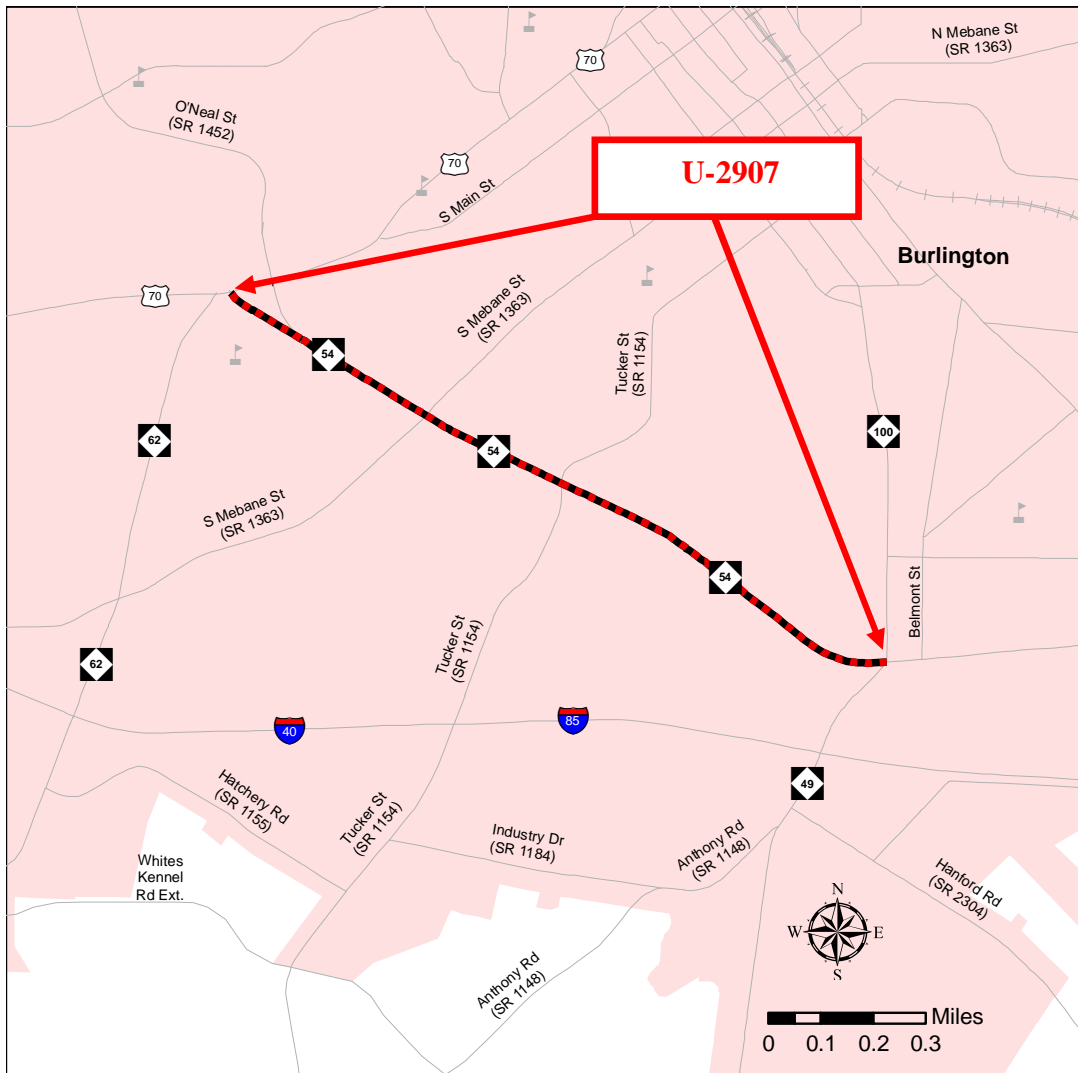
A planning level environmental analysis was conducted to assess the potential environmental impacts of the roadway projects recommended for inclusion in the 2035 Burlington-Graham Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed facility may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

Multi-modal Considerations

The Burlington-Graham Urban Area CTP includes recommendations for public transportation, bicycle, and future pedestrian facilities around the Burlington-Graham Urban area and Alamance County. There are no multi-modal improvements along this facility. On-road bicycle improvements are recommended near the project area on SR 1146 (Kirkpatrick Road) and SR 1148 (Anthony Road) north of the facility.

Public/ Stakeholder Involvement

The Burlington-Graham Urban Area CTP and the updated 2035 LRTP were released for public review in 2008. No comments were received relating directly to the project.



Identified Problem

NC 54 is projected to be over capacity by 2035 in Burlington from US 70 to NC 49. Improvements are needed to relieve congestion on the existing facility such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

NC 54 is a major east-west corridor in Alamance County. This facility is a vital artery in moving people and goods through this section of the county from Guilford County to Orange County while traveling through the Burlington-Graham Urban Area.

NC 54 is currently a 2 to 3 lane major thoroughfare with 12 foot lanes beginning at US 70 within the urbanized area of Burlington to Orange County. NC 54 serves statewide mobility and connectivity and is part of the regional tier of the NC Multimodal Investment Network (NCMIN).

By 2035, this facility is projected to be near or over capacity through the Burlington-Graham Urban Area based on providing a LOS D. Traffic is projected to increase from 19,000 vehicles per day (vpd) in 2010 to 28,000 vpd in 2035, compared to a capacity of 15,300 vpd.

Community Vision and Problem History

Residents who live in and around Burlington-Graham use this facility to access jobs, local shops and business, recreational parks, and other amenities in this urban area.

CTP Project Proposal

Project Description and Overview

The proposed project (Local ID U-2907) is to widen NC 54 from 2 to 3 lanes to a 4-lane divided boulevard from US 70 to NC 49.

The proposed improvements to this corridor will help reduce congestion within the Burlington-Graham Urban Area. This project would improve mobility along this section of NC 54 and provide for a LOS D or better within the project area.

Linkages to Other Plans and Proposed Project History

The project proposal for NC 54 directly connects to proposed improvements on US 70, NC 62, and NC 49. According to the 2035 Burlington-Graham MPO LRTP, NC 54 is scheduled to be upgraded to a 4-lane divided boulevard by the year 2020. The 2035 Burlington-Graham Urban Area LRTP can be viewed at the following website:

<http://www.ncdot.org/doh/preconstruct/tpb/MPO/BGMPO.html>

Relationship to Land Use Plans

The Alamance County 2025 Land Use Plan indicates this area has a moderate to high density of population with land developed for urban purposes such as public services and recreational facilities. Land use within this area consists of many local businesses, commercial/industrial properties, restaurants, shops, churches, and a school. NC 54 provides access from major routes such as US 70 and I-40/I-85 to nearby amenities such as the Grove Park Elementary School, the Burlington Aquatics Center, and the Burlington Outlet Village. Primarily commercial and urban development is expected along this corridor.

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 Burlington-Graham Urban Area LRTP. Based on project and environmental features mapping using available GIS data, the proposed facility does not impact any of the environmental features as examined as part of the study.

Multi-modal Considerations

There are no other modes of transportation associated with this proposed project.

Public/ Stakeholder Involvement

The Burlington-Graham Urban Area CTP and 2035 LRTP were released for public review in 2008. From public meetings and other comment opportunities, the primary public concern on this section of NC 54 was the high traffic congestion.

NC 119 Bypass, TIP No. U-3109

NC 119 Bypass from I-40/I-85 to White Level Road (SR 1917) is currently over capacity. The 2009-2015 TIP includes project U-3109 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, refer to the project documentation available by contacting NCDOT Project Development and Environmental Analysis Branch.

NC 61 Bypass, Local ID: ALAM0002-H

The proposed NC 61 Bypass from University Drive and County Farm Road is within the 2030 horizon year of the 2035 Burlington-Graham Long Range Transportation Plan. The primary purpose of this project is to remove through traffic from the existing NC 61 in order to alleviate congestion in Gibsonville's Central Business District and to provide a safe and efficient travel around the Town of Gibsonville. This proposed project is to construct a 4-lane divided boulevard from University Drive to County Farm Road.

Jimmy Kerr Road (SR 1928), Local ID: ALAM0003-H

Jimmy Kerr Road (SR 1928) between SR 1940 (Trollingwood Road) and the entrance of the Alamance Community College near the Haw River is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D.

This section of Jimmy Kerr Road currently has a 2 to 3 lane, 12-foot cross section. The proposed project is to widen the existing facility to a 4-lane divided boulevard. The 2010 travel demand is approximately is 9,900 vehicles per day (vpd); by 2035, the volumes are projected to be 17,000 vpd compared to a capacity of 15,300 vpd for the existing cross section.

Rockwood Avenue (SR 1446)/Rockwood Road Extension, Local ID: ALAM0004-H

Rockwood Avenue (SR 1446) between US 70 to the Rockwood Avenue Extension and the new location from the Extension to NC 87/NC 100/ Webb Avenue, is expected to be near capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D.

This section of Rockwood Avenue currently has a 2-lane divided, 12-foot cross section. The proposed project is to widen the existing facility to a 4-lane divided boulevard as well as constructing a new 4-lane divided boulevard, known as the Rockwood Road Extension, from the end of Rockwood Avenue (SR 1446) to NC 87/NC 100/Webb Avenue. The 2010 travel demand is approximately is 7,200 vehicles per day (vpd); by 2035, the volumes are projected to be 11,000 vpd compared to a capacity of 13,800 vpd for the existing cross section.

Southern Alamance Parkway, TIP No. U-3407

Southern Alamance Parkway between NC 87 and NC 62 is within the 2020 horizon year of the 2035 Burlington-Graham Long Range Transportation Plan. The primary purpose of this project is to improve mobility and connectivity for east-west travel through Alamance County. The proposed project is to construct a new 4-lane divided boulevard from NC 87 to NC 62.

Swepsonville Road (SR 2116), Local ID: ALAM0005-H

Swepsonville Road (SR 2116) between E. Shannon Drive to Cooper Road (SR 2109) near Swepsonville is expected to be near capacity by 2035. Improvements are needed to accommodate projected traffic in order to maintain a LOS D.

This section of Swepsonville Road currently has a 2-lane, 12-foot cross section. The proposed project is to convert the existing facility to a 3-lane major thoroughfare. The 2010 travel demand is approximately 5,500 vehicles per day (vpd); by 2035, the volumes are projected to be 10,500 vpd compared to a capacity of 13,800 vpd for the existing cross section.

Tucker Street (SR 1154) @ I-40/I-85 Interchange, Local ID: ALAM0006-H

The primary purpose of the Tucker Street (SR 1154) Interchange on I-40/I-85 is to improve mobility and connectivity within the Burlington-Graham Urban Area. This proposed interchange will provide direct access from I-40/I-85 to the central business district of the Burlington-Graham Urban Area.

Mattress Factory Road (SR 1146) @ I-40/I-85 Interchange, Local ID: ALAM0007-H

The primary purpose of the Mattress Factory Road (SR 1146) Interchange on I-40/I-85 is to improve mobility and connectivity within the Burlington-Graham and Mebane Urban Area. This proposed interchange will provide direct access from I-40/I-85 to the central business district of the Town of Mebane.

Western Alamance Parkway, TIP No. U-3110B

This project is within the 2010 horizon year of the 2035 Burlington-Graham Long Range Transportation Plan. The purpose of the project is to improve connectivity and access for east-west travel through Alamance County. The section from Westbrook Avenue (SR 1309) to NC 100 is currently under construction and nearing completion. For additional information about this project, contact the Burlington-Graham Metropolitan Planning Organization.

2030 Burlington-Graham MPO LRTP Horizon Year

Southern Alamance Parkway, Local ID: ALAM0008-H

Existing I-40/I-85 is projected to be over capacity by 2035 within the Burlington-Graham Urban Area. Improvements are needed to accommodate projected traffic volumes and relieve congestion in order to maintain a LOS D.

By 2035, existing I-40/I-85 is projected to be over capacity within the Burlington-Graham Urban Area. Traffic is projected to increase from 121,000 vehicles per day (vpd) in 2010 to 172,000 vpd in 2035, compared to a LOS D capacity of 116,400 vpd. The proposed project will provide an alternate route to the existing interstate for residents traveling east-west through Alamance County and provide more efficient travel to the surrounding urban area.

The Alamance Parkway is a loop facility that will surround portions of Burlington, Graham, Elon, and Haw River. The Southern Alamance Parkway is a 4.4 mile section of this loop from Trollingwood Road (SR 1940) to NC 87. The Southern Alamance Parkway project includes:

- Widening the existing Cherry Lane Road (SR 2123) from a 2-lane major thoroughfare with 12 foot lanes to a 4-lane divided expressway from Trollingwood Road (SR 1940) to east of Jimmy Kerr Road (SR 1928);
- Constructing a 4-lane divided expressway on new location from east of Jimmy Kerr Road (SR 1928) to the Cheeks Lane (SR 2111)/ Nicks Street (SR 2112) intersection;
- Widening the existing Nicks Street (SR 2112) from a 2 lane facility to a 4-lane divided expressway from Cheeks Lane (SR 2111) to NC 87; and,
- Construction of a new interchange at Cherry Lane Road (SR 2123) and I-40/I-85.

This project is within the 2030 horizon year of the 2035 Burlington-Graham MPO LRTP and is not regionally significant.

NC 87 / NC 100 (Webb Avenue), Local ID: ALAM0009-H

NC 87/NC 100 (Webb Avenue) between Elmira Street (SR 1530) and NC 87 is expected to be over capacity by 2035. Improvements are needed to accommodate projected traffic and relieve congestion in order to maintain a LOS D.

This section of NC 87/NC 100 currently has a 2-3 lane, 12-foot cross section. The 2010 traffic volume is approximately 11,700 vehicles per day (vpd); by 2035, the volumes are projected to be 14,500 vpd compared to a LOS D capacity of 11,700 vpd. This facility is a major thoroughfare that provides direct access to several restaurants, retail stores, and local businesses in Burlington. In order to accommodate future traffic growth in the area, the proposed project is to widen the existing facility to 4-lanes with curb and gutter. This project is within the 2030 horizon year of the Burlington-Graham MPO LRTP and is regionally significant.

E. Haggard Avenue (SR 1454), Local ID: ALAM0010-H

E. Haggard Avenue (SR 1454) between N. Williamson Avenue (SR 1301) and NC 87/100 is currently a 2-3 lane facility with 12-foot lanes. This section of E. Haggard Avenue (SR 1454) serves as a major thoroughfare for access to Elon University, the Elon Elementary School, and various local businesses. Mobility along this facility is hampered due to the discontinuity of the existing cross-section from a 3-lane section with a center turn lane to a 2 lane section. The primary purpose of this project is to improve mobility along the facility as well as in and around the University.

The proposed project is to widen the existing facility to a 4-lane major thoroughfare with curb and gutter. This project is within the 2030 horizon year of the Burlington-Graham MPO LRTP and is not regionally significant.

Eastern Alamance Parkway, Local ID: ALAM0011-H

The primary purpose of this project is to improve mobility and connectivity for north-south travel through Alamance County.

The Eastern Alamance Parkway is part of a loop facility called the Alamance Parkway that will encompass Burlington, Graham, Elon, and Haw River. The Eastern Alamance Parkway is a 6.8 mile section of this loop from Cherry Lane Road (SR 2123) to Graham-Hopedale (SR 1716). The Eastern Alamance Parkway will provide drivers with an alternative route to US 70 and other local routes, as well as helping to relieve congestion on I-40/I-85. The proposed project is to construct a four-lane divided expressway on new location. This project is within the 2030 horizon year of the Burlington-Graham MPO LRTP and is not regionally significant.

Forestdale Drive, Local ID: ALAM0012-H

Forestdale Drive between US 70 to Huffman Mill Road (SR 1149) is expected to be near capacity by 2035. Improvements are needed to accommodate projected traffic volumes in order to maintain a LOS D.

This section of Forestdale Drive currently has a 2-3 lane, 11-foot cross section. The 2010 traffic volume is approximately 9,400 vehicles per day (vpd); by 2035, the volumes are projected to be 10,700 vpd compared to a LOS D capacity of 11,300 vpd. The proposed project is to widen the existing facility to a 4-lane facility with curb and gutter. This project is within the 2030 horizon year of the Burlington-Graham MPO LRTP and is not regionally significant.

Graham-Hopedale Road (SR 1716), TIP No. U-2410

Graham-Hopedale Road (SR 1716) from US 70 to Providence Road is expected to be near capacity by 2035. Improvements are needed to accommodate projected traffic volumes such that a minimum Level of Service LOS D can be maintained.

This section of Graham-Hopedale Road (SR 1716) currently has a 2-3 lane, 12-foot cross section. The 2010 traffic volume is approximately 6,500 vehicles per day (vpd); by 2035, the volumes are projected to be 13,200 vpd compared to a LOS D capacity of 13,800 vpd. The proposed project is to widen the existing facility to a five-lane major thoroughfare with a center turn lane from US 70 to Providence Road. A grade separation will also be constructed over the railroad as a part of the project. This project is within the 2030 horizon year of the Burlington-Graham MPO LRTP and is not regionally significant.

Burlington-Graham MPO Problem Statements Phase III - Vision Plan

US 70, TIP No. U-2546 – Widen US 70 from NC 49 to Charles Street from a two lane facility to a five lane major thoroughfare with curb & gutter. The proposed project (TIP No. U-2546) is 4.6 miles in length and is currently unfunded.

NC 119, Local ID: ALAM0013 – Widen NC 119 from I-40/I-85 to Hawfields Road from an existing two lane facility to a five lane major thoroughfare with curb & gutter for a length of 0.7 miles.

NC 119/Fifth Street, Local ID: ALAM0014 - Widen NC 119/Fifth Street from the South Mebane Bypass to I-40/I-85 from an existing two lane facility to a four lane undivided major thoroughfare with curb & gutter for a length of 2.1 miles. The bridge along this route shall also be widened.

NC 87, TIP No. R-2560 – Widen NC 87 from Durham Street Extension (SR 1529) to Shallowford Church Road (SR 1301) from an existing two lane facility to a four lane undivided major thoroughfare with shoulder section. The proposed project (TIP No. R-2560) is 1.3 miles in length and is currently unfunded.

NC 87, Local ID: ALAM0015 – Widen NC 87 from Thompson Road (SR 2316) to the MPO Boundary from an existing two lane facility to a four lane undivided major thoroughfare with curb & gutter for a length of 0.9 miles. The bridge on this route will not be widened.

NC 87, Local ID: ALAM0016 – Widen NC 87 from Thompson Road (SR 2316) to Nicks Street (SR 2112) from an existing two lane facility to a five lane major thoroughfare with curb & gutter for a length of 0.1 miles.

NC 62, Local ID: ALAM0017 – Widen NC 62 from Montgomery Road to Hickory Hill Road (SR 1161) from an existing two lane facility to a four lane undivided major thoroughfare with shoulder section for a length of 1.7 miles.

NC 54, Local ID: ALAM0018 – Widen NC 54 from Swepsonville Road (SR 2116) to the MPO Boundary from an existing two lane facility to a four lane undivided major thoroughfare with shoulder section for a length of 0.8 miles.

NC 49, Local ID: ALAM0019 – Widen NC 49 from I-40/I-85 to Otway Street from an existing two lane facility to a four lane undivided major thoroughfare with shoulder section for a length of 2.6 miles. The bridge on this route will be widened.

NC 49, Local ID: ALAM0020 – Widen NC 49 from Markwood Lane to Bellemont-Alamance Road (SR 1936) from an existing two lane facility to a four lane undivided major thoroughfare with shoulder section for a length of 0.3 miles.

Apple Street (SR 1700), Local ID: ALAM0021 – Widen Apple Street (SR 1700) from Sharpe Road (SR 1537) to Graham-Hopedale Road (SR 1716) from an existing two lane facility to a four lane undivided major thoroughfare with curb & gutter for a length of 0.7 miles.

Bakatsias Road Extension, Local ID: ALAM0022 – Construct a new 1.0 mile, two lane minor thoroughfare from Porter Avenue (SR 2249) to Cherry Lane (SR 2123).

Bason Road Realignment (SR 1927), Local ID: ALAM0023 – Realign Bason Road (SR 1927) on new location from existing Bason Road (SR 1927) to NC 49. The proposed project is to be constructed as a new 0.1 mile, two lane minor thoroughfare.

Bellemont Loop, Local ID: ALAM0024 – Construct a new 0.3 mile, two lane minor thoroughfare from NC 49 and reconnecting to NC 49.

Brown Street Extension, Local ID: ALAM0025 – Construct a new 0.3 mile, two lane minor thoroughfare from Fifth Street to First Street.

Buckhorn Road (SR 1114), Local ID: ALAM0026 – Widen Buckhorn Road (SR 1114) from I-40/I-85 to US 70 from an existing two lane facility to a four lane undivided major thoroughfare with shoulder section for a length of 0.5 miles.

Durham Street Extension (SR 1529), Local ID: ALAM0027 – Construct a new 0.6 mile, four lane undivided major thoroughfare from Old Glencoe Road (SR 1545) to Durham Street.

Eight Street Extension, Local ID: ALAM0028 – Construct a new 0.2 mile, two lane minor thoroughfare from Eight Street to Mebane Oaks Road (SR 1007).

Fifth Street Extension, Local ID: ALAM0029 – Construct a new 0.3 mile, two lane minor thoroughfare from Third Street to East Stagecoach Road (SR 1996).

Fonville Road Extension, Local ID: ALAM0030 – Construct a new 0.7 mile, two lane minor thoroughfare from existing Fonville Road (SR 1735) to McCray Road (SR 1745).

Gibson Road (SR 1940), Local ID: ALAM0031 – Widen Gibson Road (SR 1940) from Third Street Extension to Trollingwood Road (SR 1928) from an existing two lane facility to a four lane undivided major thoroughfare with shoulder section for a length of 0.9 miles.

Huffman Mill Road (SR 1149), Local ID: ALAM0032 – Widen Huffman Mill Road (SR 1149) from Forestdale Road to I-40/I-85 from an existing five lane facility to a seven lane major thoroughfare with curb & gutter for a length of 0.4 miles. The bridge on this route will be widened.

Huffman Mill Road (SR 1149), Local ID: ALAM0033 – Widen Huffman Mill Road (SR 1149) from I-40/I-85 to Alamance Parkway from an existing two lane facility to a four lane undivided major thoroughfare with curb & gutter for a length of 0.7 miles.

Huffman Mill Road (SR 1149), Local ID: ALAM0034 – Widen Huffman Mill Road (SR 1149) from Alamance Parkway to Springwood Church Road Extension (SR 2748) from an existing two lane facility to a four lane undivided major thoroughfare with shoulder section for a length of 1.1 miles.

Keck Drive Extension, Local ID: ALAM0035 – Construct a new 0.5 mile two lane minor thoroughfare from existing Keck Drive (SR 1204) to Rock Hill Road (SR 1160). A new bridge will be required.

Mattress Factory Road Interchange, Local ID: ALAM0036 – Construct a new diamond interchange at Mattress Factory Road (SR 1146) and I-40/I-85.

Northeast Mebane Bypass, Local ID: ALAM0037 – Construct a new 2.3 mile two lane major thoroughfare from US 70 to NC 119.

Northern Alamance Parkway, Local ID: ALAM0038 – Widen Northern Alamance Parkway from Glencoe Road to Lower Hopedale Road (SR 1700) from an existing two lane facility to a four lane divided expressway with curb & gutter for a length of 2.3 miles.

Northern Alamance Parkway, Local ID: ALAM0039 – Construct a new 1.3 mile, four lane divided expressway from the Durham Street Extension to Glencoe Road.

Northern Alamance Parkway, Local ID: ALAM0040 – Construct a new 0.6 mile, four lane divided expressway from Old Glencoe Road (SR 1545) to existing Shallowford Church Road (SR 1301).

North I-85 Frontage Road, Local ID: ALAM0041 – Construct a new 1.7 mile, two lane minor thoroughfare with shoulder section from Springwood Church Road (SR 2748) to Williams Mill Road (SR 1203).

North I-85 Frontage Road, Local ID: ALAM0042 – Construct a new 0.6 mile, two lane minor thoroughfare with shoulder section from Whitsett Park Road to the existing North Frontage Road.

Parker Street Extension, Local ID: ALAM0043 – Construct a new 0.6 mile, two lane minor thoroughfare from existing Parker Street to Trollinger Road (SR 1943).

Pond Road Extension, Local ID: ALAM0044 – Construct a new 0.3 mile, two lane minor thoroughfare from existing Pond Road (SR 1145) to Harris Road (SR 1150).

Sandy Cross Connector, Local ID: ALAM0045 – Construct a new 0.1 mile, two lane minor thoroughfare from Sandy Cross Road (SR 1735) to Old Glencoe Road Extension (SR 1545).

Shadowbrook Drive Extension, Local ID: ALAM0046 – Construct a new 1.0 mile, two lane minor thoroughfare from Lakeview Terrace to Power Line Road (SR 1506). A bridge will span both Haggard Avenue (SR 1454) and the railroad. Parking will be available on both sides of the proposed extension.

Shadowbrook Drive Extension, Local ID: ALAM0047 – Construct a new 0.9, two lane minor thoroughfare with shoulder section from Gerring Road (SR 1509) to Shallowford Church Road (SR 1301).

Sharpe Road Extension, Local ID: ALAM0048 – Construct a new 0.8 mile, two lane minor thoroughfare with curb & gutter from Elmira Road to Glen Raven Road (SR 1523).

South I-85 Frontage Road, Local ID: ALAM0049 – Construct a new 0.7 mile, two lane minor thoroughfare with shoulder section from Wheeler Bridge Road to NC 61.

South I-85 Frontage Road, Local ID: ALAM0050 – Construct a new 1.9 mile, two lane minor thoroughfare with shoulder section from Springwood Church Road (SR 2748) to St. Marks Church Road (SR 1301).

South Mebane Cross Town Connector, Local ID: ALAM0051 – Construct a new 2.6 mile, two lane minor thoroughfare from Mattress Factory Road (SR 1146) to the NC 119 Bypass.

Springwood Church Road Extension (SR 2748), Local ID: ALAM0052 – Construct a new 2.1 mile, two lane minor thoroughfare with shoulder section from South I-85 Frontage Road to Huffman Mill Road (SR 1158).

Supper Club Drive Extension, Local ID: ALAM0053 – Construct a new 0.4 mile, two lane minor thoroughfare from Oakwood Street to Washington Street with an at grade crossing at the railroad.

Thompson Road (SR 2316), Local ID: ALAM0054 – Construct a new 0.2 mile, two lane minor thoroughfare from South Graham Bypass to Wedgewood Drive.

Thompson Road (SR 2316), Local ID: ALAM0055 – Construct a new 0.3 mile, two lane minor thoroughfare from Rogers Road (SR 2309) to Broadway Drive.

Thompson Road (SR 2316), Local ID: ALAM0056 – Construct a new 0.6 mile, two lane minor thoroughfare from Sadia Trail to Stonegate Drive.

Trollinger Avenue Extension, Local ID: ALAM0057 – Construct a new 0.4 mile, two lane minor thoroughfare with curb & gutter and parking on one side from Shallowford Church Road Extension (SR 1301) to Summers Drive.

Trollingwood Road (SR 1928), Local ID: ALAM0058 – Widen Trollingwood Road (SR 1928) from Jimmy Kerr Road (SR 1928) to NC 49 from an existing two lane facility to a three lane minor thoroughfare with curb & gutter for a length of 1.6 miles.

Tyndell Street Extension, Local ID: ALAM0059 – Construct a new 0.3 mile, two lane minor thoroughfare from Stone Street Extension to Tyndall Street.

Walker Avenue Extension, Local ID: ALAM0060 – Construct a new 0.9 mile, two lane minor thoroughfare with shoulder section from Parker Street to US 70. A grade separation is recommended over the railroad.

West Stagecoach Road (SR 1996), Local ID: ALAM0061 – Widen West Stagecoach Road (SR 1996) from Cooks Mill Road (SR 1920) to NC 119 from an existing two lane facility to a four lane undivided major thoroughfare with curb & gutter for a length of 1.2 miles.

Whitsett Bypass, Local ID: ALAM0062 – Construct a new 1.3 mile, two lane minor thoroughfare with shoulder section from NC 61 to Whitsett Avenue.