

Comprehensive Transportation Plan Recommendations for the City of Lexington September 7, 2010

Highway Map

Major Improvements

Interstate 85/US 29-52-70: Existing I-85/US 29-52-70 is a Strategic Highway Corridor (SHC) and is projected to be over capacity by 2035 from the I-285/Business I-85/US 29-52-70 interchange (Exit 87) to the Rowan County Line. The primary purpose of improving I-85/US 29-52-70 is to relieve congestion on the existing facility so that a minimum Level of Service (LOS) D can be achieved. The CTP project proposal is given below:

- I-2304: Widen the existing facility from four to eight-lanes from Exit 87 (I-285/Business I-85/US 29-52-70) in Davidson County to north of Long Ferry Road (SR 2120) – Exit 81 in Rowan County. This includes the replacement of the Yadkin River Bridge (B-3833), the closures of Exit 82 (Existing US 29-70/NC 150) and Exit 85 (Clark Rd – SR 1295), and the reconstruction of Exit 83 (NC 150).

Business I-85/US 29-52-70: Existing Business I-85/US 29-52-70 is a SHC and currently has a sub-standard freeway design. The primary purpose of improving Business I-85/US 29-52-70 is to upgrade the facility to interstate standards. The CTP project proposal is given below:

- R-4750: Upgrade the existing facility to interstate standards from Interstate 85 (Exit 87) in Davidson County to Interstate 40 in Forsyth County and designate the facility as Interstate 285.

Business I-85/US 29-70: Existing Business I-85/US 29-70 is a SHC and currently has a sub-standard expressway design. The primary purpose of improving Business I-85/US 29-70 is to upgrade the facility to expressway standards. The CTP project proposal is given below:

- R-2808B: Upgrade the existing facility to expressway standards from Interstate 285/US 52 in Davidson County to I-85 in Guilford County. In addition to TIP Project R-2808B, reconstruction of interchanges at US 64/North Main Street (SR 3346), Winston Road (Existing NC 8, in coordination with TIP Project B-3159), US 64/West Center Street (SR 1243), and Old US 64/5th Ave (SR 1192) is recommended.

US 64: Existing US 64 is a SHC and is projected to be near or over capacity on various segments by 2035. The primary purpose of improving US 64 is to relieve congestion on the existing facility so that a minimum Level of Service (LOS) D can be achieved. The CTP project proposals for US 64 are given below:

- R-3602: Widen existing facility from two to four-lanes from US 601 south of Mocksville (Davie County) to US 52 in Lexington and upgrade to expressway standards. This includes the reconstruction of the US 52 interchange.
- DAVID0008-H: Upgrade existing facility to expressway standards from US 52 to Business I-85/US 29-70. This includes the construction of an urban interchange at Forest Hill Road (SR 1237) near the Lexington Shopping Center.
- R-2220: Upgrade to expressway standards by converting the existing five-lanes to a four-lane divided facility from Interstate 85 Business/US 29-70 to Interstate 85 and by widening the existing facility from two to four-lanes from Interstate 85 to the US 220 in Asheboro (Randolph County).

NC 8: Existing NC 8 is projected to be near or over capacity on various segments by 2035 from US 52 to Interstate 85. The primary purpose of improving NC 8 is to relieve congestion on the existing facility so that a minimum Level of Service (LOS) D can be achieved. The CTP project proposals for NC 8 are given below:

- DAVID0009-H: NC 8 (Winston Road) – Widen from a two facility to a four-lane boulevard from US 52/NC 8 to Business I-85/US 29-64-70.
- DAVID0010-H: NC 8 (Talbert Boulevard) – Upgrade to boulevard standards by constructing a median on Talbert Boulevard from East Center Street (SR 1243) to Raleigh Road (SR 2205) and widen existing facility from three to four-lanes with median from East Center Street (SR 1243) to Cotton Grove Road to East Center Street (SR 1243). This includes the reconstruction of an urban interchange at East Center Street (SR 1243).
- DAVID0011-H: NC 8 (Cotton Grove Road) – Widen from a two and three-lane facility to a four-lane boulevard from Talbert Boulevard to Interstate 85.

NC 47: Existing NC 47 is projected to be near or over capacity from Interstate 85 to Linwood-Southmont (SR 1396). The primary purpose of improving NC 47 is to relieve congestion on the existing facility so that a minimum Level of Service (LOS) D can be achieved. The CTP project proposal for NC 47 is given below:

- DAVID0012-H: Widen the existing facility from two lanes to two-lanes with a center left-turn lane from Interstate 85 to Linwood-Southmont Road (SR 1396)

NC 150: Existing NC 150 is projected to be near capacity in 2035 from US 64 to Mount Carmel Road (SR 1305), near the unincorporated community of Tyro. The primary purpose of improving NC 150 is to relieve congestion on the existing facility so that a minimum Level of Service (LOS) D can be achieved. The CTP project proposal for NC 150 is given below:

- DAVID0002-H: Widen existing facility from two to four-lanes with median from the North Lexington Planning Boundary to Michael Road (SR 1215) and widen existing facility from two to three-lanes from 0.1 miles north of Swicegood Road (SR 1155) to Swicegood Road (SR 1155).
- Swicegood Road (SR 1155) provides a more direct connection from the unincorporated community of Tyro to I-85/US 29-52-70 than existing NC 150. NC 150 should be rerouted onto Swicegood Road (SR 1155) from Tyro to NC 150 near I-84/US 29-52-70. Existing NC 150 should be redesignated as a secondary route.

East 10th Avenue (SR 3345): Existing East 10th Avenue (SR 3345) is currently over capacity from South Main Street (SR 3346) to Talbert Boulevard (Existing NC 8). The primary purpose of improving East 10th Avenue (SR 3345) is to relieve congestion on the existing facility so that a minimum Level of Service (LOS) D can be achieved. The CTP project proposal for East 10th Avenue (SR 3345) is given below:

- DAVID0013-H: Widen existing facility from three to four-lanes with median from South Main Street (SR 3346) to Talbert Boulevard (Existing NC 8) and upgrade to boulevard standards.

East Center Street (SR 1243): Existing East Center Street (SR 1243) is projected to be over capacity by 2035 from Curry Street to Talbert Boulevard (Existing NC 8). The primary purpose of improving East Center Street (SR 1243) is to relieve congestion on the existing facility so that a minimum Level of Service (LOS) D can be achieved. The CTP project proposal for East Center Street (SR 1243) is given below:

- DAVID0014-H: Widen existing facility from two to four-lanes with narrow median from Curry Street to Talbert Boulevard (Existing NC 8).

Hargrave Road (SR 1224): Existing Hargrave Road is projected to be over capacity from Hargrave Lane (SR 3165) to Interstate 85. The primary purpose of improving Hargrave Road (SR 1224) is to relieve congestion on the existing facility so that a minimum Level of Service (LOS) D can be achieved. The CTP project proposal for Hargrave Road (SR 1224) is given below:

- DAVID0015-H: Widen existing facility from two lanes to two-lanes with a center left-turn lane from Hargrave Lane (SR 3165) to Interstate 85.

Feasibility Study for possible interchange at Interstate 85/Old Linwood Road (SR 1104): Access to Central Lexington from Interstate 85 is restricted to one interchange at NC 8. The primary purpose of constructing an interchange and upgrading Old Linwood Road (SR 1104) is to provide better access to Central Lexington. The CTP project proposal for Old Linwood Road (SR 1104) is given below:

- Widen existing facility from two to four-lanes with median from the proposed Southwestern Connector to I-85 and upgrade to boulevard standards, including the construction of a new interchange at I-85.

South Main Street (SR 3346): Existing South Main Street (SR 3346) is projected to be over capacity by 2035 from Ann Lewis Drive (SR 3158) to East 10th Avenue (SR 3345). The primary purpose of improving South Main Street (SR 3346) is to relieve congestion on the existing facility so that a minimum Level of Service (LOS) D can be achieved. The CTP project proposal for South Main Street (SR 3346) is given below:

- DAVID0016-H: Widen from a two facility to a four-lane boulevard from Ann Lewis Drive (SR 3158) to East 10th Avenue (SR 3345).

Old US 52 (SR 3010): Existing Old US 52 (SR 3010) is projected to be over capacity by 2035 from the North Lexington Planning Boundary to I-285/US 52/NC 8. The primary purpose of improving Old US 52 (SR 3010) is to relieve congestion on the existing facility so that a minimum Level of Service (LOS) D can be achieved. The CTP project proposal for Old US 52 (SR 3010) is given below:

- DAVID0004-H: Widen existing facility from two lanes to two-lanes with a center left-turn lane from North Lexington Planning Boundary to I-285/US 52/NC 8.

New Location

U-2545 (Southwestern Connector): Connectivity between east and west Lexington is currently limited to Main Street (SR 3346). The primary purpose of constructing the Southwestern Connector is to provide connectivity between east and west Lexington and to provide access to over 400 acres of undeveloped land, which the Lexington Land Ordinance has proposed as a commerce and employment center. Upon completion, NC 8 is recommended to be re-routed onto the proposed Southwestern Connector, and then onto US 52 North. The proposed connector is recommended to be a four-lane divided boulevard from I-285/Business I-85/US 29-52-70 to Fairview Drive (SR 2212). The CTP project proposal for the Southwestern Connector is given below:

- U-2545: Construct a four-lane divided facility, partially on new location from Business I-85/US 29-52-70 to Fairview Drive (SR 2212).

Southwestern Connector Extension: The City of Lexington plans to extend the Southwestern Connector from its termini at Fairview Drive to Plaza Parkway. The primary purpose of constructing the Southwestern Connector Extension is to provide a link between the Southwestern Connector and current and proposed shopping areas in this area of Lexington. The CTP project proposal for the Southwestern Connector Extension is given below:

- DAVID0017-H: Construct a two-lane minor thoroughfare on a four-lane right-of-way from Fairview Drive (SR 2212) to Plaza Parkway.

Minor Widening Improvements

The following routes do not have capacity issues, but are recommended to be upgraded to two 12-foot lanes with 2-foot paved shoulders to improve safety.

- NC 150 – From Swicegood Rd (SR 1155) to Lamb Road (SR 1160)/Southwestern Lexington Planning Boundary
- Allred Road (SR 2248) – From Raleigh Road (SR 2205) to NC 47
- Becks Church Road (SR 2250) – From Raleigh Road (SR 2205) to NC 47
- Belmont Road (SR 3159) – From Interstate 85 to NC 47
- East Holly Grove Road (SR 2010) – From US 64 to Interstate 85
- East Center Street (SR 1243) – From Lexington City Limits to Raleigh Road (SR 2205)
- County School Road (SR 2783) – From US 64 to East Holly Grove Road (SR 2010)
- Happy Hill Road (SR 1231) – From NC 150 to US 64
- Helmstetler Road (SR 1205) – From Old US 64 (SR 1192) to Mount Carmel Road (SR 1305)
- Hill Everhart Road (SR 1842) – From City Lake Road (SR 1841) to Greensboro Road Extension (SR 1844)
- John Young Road (SR 2246) – From Becks Church Road (SR 2250) to Allred Road (SR 2248)
- Michael Road (SR 1215) – From NC 150 to Old Salisbury Road (SR 1147)
- Mount Carmel Church Road (SR 1220) – From Helmstetler Road (SR 1205) to Tyro Road (SR 1213)
- Old Hargrave Road (SR 1222) – From Old Salisbury Road (SR 1147) to Green Needles Road (SR 1297)
- Pine Ridge Road (SR 1454) – From Arnold Road (SR 1457) to West Center Street Extension (SR 1242)
- Rowe Road (SR 1425) – From West Center Street Extension (SR 1242) to US 64
- Turner Road (SR 2005) – From the High Point MPO planning area to East Holly Grove Road (SR 2010)

Public Transportation and Rail Map

The Piedmont Authority for Regional Transportation (PART) operates two bus routes into the City of Lexington. The Davidson County US 52 Express Route, which runs from Winston Salem on US 52 to Lexington, has 2 stops and 2 Park-and-Ride Lots. The Davidson County Business 85 Express Route, which runs from High Point on Business I-85/US 29-70, has 2 stops and 2 Park-and-Ride Lots.

- North Lexington Park-and-Ride Lot on US 64 behind Rite-Aid
- South Lexington Park-and-Ride Lot on Hargrave Road (SR 1224) near the Davidson County Airport

Lexington PART Circular Routes – The Davidson County Regional Transit Development Plan recommends that a fixed-route bus service route be developed through the Davidson County Transportation System. Two fixed bus routes are recommended to circulate throughout Lexington. The first route will connect Northern Lexington to Southwest Lexington and the Lexington Memorial Hospital. The plan includes a recommended Park-and-Ride Lot near the Business I-85/US 64 Interchange. The second route will connect Northwest Lexington and the existing Northern Lexington Park-and-Ride to Southern Lexington. These new routes will also connect to the recommended intermodal connector on South Pugh Street, near the proposed high-speed rail corridor station. It is further recommended that a Park-and-Ride Lot be constructed near the proposed intermodal connector.

Amtrak Rail Stop – It is recommended that a train stop be constructed at South Railroad Street along the existing Amtrak route and recommended High-Speed Rail Corridor.

Bicycle Map

The Davidson County Greenway Plan has identified recommended greenways for bicycles and pedestrians throughout the county. These features are shown on the Bicycle and Pedestrian Maps as recommended multi-use paths.

While there is no state designated bicycle route in Davidson County, the Piedmont Triad Rural Planning Organization has identified several county bicycle routes in the 2005 Piedmont Triad Regional Bicycle Study throughout the county as well as connector routes. These routes are featured on the Bicycle Map.

Pedestrian Map

The Piedmont Triad Rural Planning Organization completed a sidewalk inventory for the municipalities of Davidson County, including Lexington. These features are shown on the Pedestrian Map as existing sidewalks or sidewalks that need improvement.

The following facilities are recommended to have sidewalks for pedestrians. These features are shown on the Pedestrian Map as recommended sidewalks.

- East 5th Ave from South Railroad Street to South Salisbury Street
- East 7th Ave from South Salisbury Street to South Talbert Blvd
- East 8th Ave from South Salisbury Street to South Salisbury Street
- West 4th Ave from South State Street to South Main Street (SR 3346) and from Park Street to 0.05 miles north of South Hargrave Street
- West 5th Ave (SR 1192) from Business I-85/US 29-70 to 0.07 miles west of Glenwood Drive
- West 9th Ave from South State Street to 0.05 miles north of South Main Street (SR 3346)
- East 4th Street from North Salisbury Street to North Pugh Street and from Conner Street to North Church Street
- East 5th Street from North Salisbury Street to Raleigh Road (SR 2205)
- West 3rd Street from Greensboro Street to North Main Street (SR 3346)
- West 6th Street from Greensboro Street to North Main Street (SR 3346)
- Cornelia Street from Talbert Blvd (Existing NC 8) to 0.05 miles east of Talbert Blvd
- Cotton Grove Road (Old NC 8) from the Southwestern Connector to Federal Street
- West Center Street (SR 1243) from Burler Street to 0.5 miles east of Market Street
- Fairview Drive (SR 2212) from East Center Street (SR 1243) to NC 8
- South Ford Street from 0.05 miles south of West 6th Ave to West 7th Ave and from West 4th Ave to West 5th Ave
- Greensboro Street from West 4th Street to West 1st Street
- South Hargrave Street from West 6th Ave to West 7th Ave
- West Holly Grove Road (SR 2203) from Raleigh Road (SR 2205) to Edgewood Drive
- South Main Street (SR 3346) from the Southwestern Connector to Stamey Ave
- Marble Alley from Center Street (SR 1243) to East 3rd Ave
- NC 8 from the Southwestern Connector to Plaza Parkway
- Old Linwood Road (SR 1104) from Cotton Grove Road (NC 8) to Mendota Ave
- South Payne Street from West 2nd Ave to West 3rd Ave
- Plaza Parkway from Southwestern Connector Extension to NC 8
- North Pugh Street from East 5th Street to Raleigh Road
- South Pugh Street from Center Street (SR 1243) to East 1st Ave
- South Railroad Street from East 2nd Ave to East 3rd Ave
- Raleigh Road (SR 2205) from North Pugh Street to East 5th Street
- Salem Street from West 6th Street to 0.3 miles south of Chestnut Street
- North Salisbury Street from Hopedale Street to East 4th Street
- South Salisbury Street from East 4th Ave to East 5th Ave
- Southbound Street from West 5th Ave (SR 1192) to West 6th Ave
- Southwestern Connector (NC 8) from South Main Street (SR 3346) to Fairview Drive (SR 2212)
- Southwestern Connector Extension from Fairview Drive (SR 2212) to Plaza Parkway
- South State Street from West 4th Ave to West 9th Ave
- Talbert Road from Cotton Grove Road to Kirkwood Street and from Cornelia Street to Raleigh Road (SR 2205)